



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the
Post Office in the United Kingdom.

Youthful Sight at
Forty-five
can be yours
by the use of
BI-FOCAL GLASSES
Obtainable from
N. LAZARUS,
Optician,
12, Queen's Road C. H.

No. 18,892.

號二十九百八千一萬一第

日正廿月二年戌壬

HONGKONG, THURSDAY, MARCH 23RD, 1922.

四拜禮

號三十月三年一十國民華中

PRICE, \$3 PER MONTH

INTIMATION MARTINI & ROSSI

FINEST

ITALIAN VERMOUTH

SWEET

DRY

Price reduced to \$22 per dozen

DUTY PAID

CALDBECK,
MACGREGOR
& CO., LTD.

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75.

[12]

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S
SPORTING CARTRIDGES, 12
16 and 20 bore, loaded with the Sportsman's
favorite powders—E. C. and SMOKE-
LESS DIAMOND.

THE HONGKONG SPORTING ARMS
& AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.

[56]

A LING & CO.,
19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and
Mirror Making.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1218.

[57]

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road

[39]

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.		SUNDAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes.		7.30 a.m. to 7.45 a.m.	
8.00 " " 9.30 " " 10 " "		8.00 a.m. to 9.30 a.m. every 15 minutes	
9.30 " " 11.00 " " 12 " "		9.30 " " 11.00 " " 12 " "	
11.30 " " 12.30 p.m. " 15 "		11.30 " " 12.30 p.m. " 15 "	
12.30 p.m. " 2.30 " " 10 "		12.30 noon " 2.30 p.m. " 10 "	
2.30 " " 4.00 " " 15 "		1.00 p.m. " 4.00 " " 15 "	
4.00 " " 8.10 " " 10 "		4.00 " " 8.10 " " 10 "	
NIGHT CLAS.		NIGHT CLAS.	
8.50 p.m., 9.00 p.m., 9.20 p.m.		8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.30 p.m. every 30 minutes		9.30 p.m. to 11.30 p.m. every 30 minutes	
11.45 p.m.		11.45 p.m.	
SATURDAY.		SATURDAY.	
Extra Car—12 midnight.		Extra Car—12 midnight.	
SUNDAYS.		SUNDAYS.	
7.30 a.m. to 7.45 a.m.		7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m. every 15 minutes		8.00 a.m. to 9.30 a.m. every 15 minutes	
9.30 " " 11.00 " " 10 " "		9.30 " " 11.00 " " 10 " "	
11.30 " " 12.30 noon " 15 "		11.30 " " 12.30 noon " 15 "	
12.30 noon " 2.30 p.m. " 10 "		12.30 noon " 2.30 p.m. " 10 "	
2.30 p.m. " 4.00 " " 15 "		2.30 p.m. " 4.00 " " 15 "	
4.00 " " 8.10 " " 10 "		4.00 " " 8.10 " " 10 "	
NIGHT CLAS.		NIGHT CLAS.	
As on Week Days.		As on Week Days.	

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheque or Compro Order, represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after FRIDAY, SEPTEMBER 18TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Local	Local	Local	Local	Local	Local	Local	Through Express	Through Express	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local

THORNYCROFT

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SHIPBUILDERS AND ENGINEERS.

LONDON, ROBINSON ROAD AND RAFFLES PLACE.

Shanghai Office: 10, Kiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines
in Stock

For quotation apply—

SHANGHAI OFFICE.

Brogan Shoes



A nicely cut shoe that has become exceedingly popular, and at once appeals to the man who desires a neat, comfortable shoe.

Stocked in Black and Tan in all sizes and half sizes \$18.50.

HEAVIER WEIGHT FOR GOLF IN TAN ONLY \$22.50.

MACKINTOSH

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MEN'S WEAR SPECIALISTS

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HONGKONG HOTEL GARAGE

TYRES AND TYRE SERVICE.
UNITED STATES RUBBER
TYRES AND TUBES

New shipment just arrived Ex. s.s. "Suruga"

Size	Inch Sizes Fabric Clincher	Tyres	Tubes
26 x 3	...	\$28.00	\$4.80
28 x 3	...	35.00	5.00
30 x 3	...	38.00	5.25
32 x 3	...	42.00	5.50
34 x 3	...	45.00	5.75
36 x 3	...	48.00	6.00
38 x 3	...	52.00	6.25
40 x 3	...	55.00	6.50
42 x 3	...	58.00	6.75
44 x 3	...	62.00	7.00
46 x 3	...	65.00	7.25
48 x 3	...	68.00	7.50
50 x 3	...	72.00	7.75
52 x 3	...	75.00	8.00
54 x 3	...	78.00	8.25
56 x 3	...	82.00	8.50
58 x 3	...	85.00	8.75
60 x 3	...	88.00	9.00
62 x 3	...	92.00	9.25
64 x 3	...	95.00	9.50
66 x 3	...	98.00	9.75
68 x 3	...	102.00	10.00
70 x 3	...	105.00	10.25
72 x 3	...	108.00	10.50
74 x 3	...	112.00	10.75
76 x 3	...	115.00	11.00
78 x 3	...	118.00	11.25
80 x 3	...	122.00	11.50
82 x 3	...	125.00	11.75
84 x 3	...	128.00	12.00
86 x 3	...	132.00	12.25
88 x 3	...	135.00	12.50
90 x 3	...	138.00	12.75
92 x 3	...	142.00	13.00
94 x 3	...	145.00	13.25
96 x 3	...	148.00	13.50
98 x 3	...	152.00	13.75
100 x 3	...	155.00	14.00
102 x 3	...	158.00	14.25
104 x 3	...	162.00	14.50
106 x 3	...	165.00	14.75
108 x 3	...	168.00	15.00
110 x 3	...	172.00	15.25
112 x 3	...	175.00	15.50
114 x 3	...	178.00	15.75
116 x 3	...	182.00	16.00
118 x 3	...	185.00	16.25
120 x 3	...	188.00	16.50
122 x 3	...	192.00	16.75
124 x 3	...	195.00	17.00
126 x 3	...	198.00	17.25
128 x 3	...	202.00	17.50
130 x 3	...	205.00	17.75
132 x 3	...	208.00	18.00
134 x 3	...	212.00	18.25
136 x 3	...	215.00	18.50
138 x 3	...	218.00	18.75
140 x 3	...	222.00	19.00
142 x 3	...	225.00	19.25
144 x 3	...	228.00	19.50
146 x 3	...	232.00	19.75
148 x 3	...	235.00	20.00
150 x 3	...	238.00	20.25
152 x 3	...	242.00	20.50
154 x 3	...	245.00	20.75
156 x 3	...	248.00	21.00
158 x 3	...	252.00	21.25
160 x 3	...	255.00	21.50
162 x 3	...	258.00	21.75
164 x 3	...	262.00	22.00
166 x 3	...	265.00	22.25
168 x 3	...	268.00	22.50
170 x 3	...	272.00	22.75
172 x 3	...	275.00	23.00
174 x 3	...	278.00	23.25
176 x 3	...	282.00	23.50
178 x 3	...	285.00	23.75
180 x 3	...	288.00	24.00
182 x 3	...	292.00	24.25
184 x 3	...	295.00	24.50
186 x 3	...	298.00	24.75
188 x 3	...	302.00	25.00
190 x 3	...	305.00	25.25
192 x 3	...	308.00	25.50
194 x 3	...	312.00	25.75
196 x 3	...	315.00	26.00
198 x 3	...	318.00	26.25
200 x 3	...	322.00	26.50
202 x 3	...	325.00	26.75
204 x 3	...	328.00	27.00
206 x 3	...	332.00	27.25
208 x 3	...	335.00	27.50
210 x 3	...	338.00	27.75
212 x 3	...	342.00	28.00
214 x 3	...	345.00	28.25
216 x 3	...	348.00	28.50
218 x 3	...	352.00	28.75
220 x 3	...	355.00	29.00
222 x 3	...	358.00	29.25
224 x 3	...	362.00	29.50
226 x 3	...	365.00	29.75
228 x 3	...	368.00	30.00
230 x 3	...	372.00	30.25
232 x 3	...	375.00	30.50
234 x 3	...	378.00	30.75
236 x 3	...	382.00	31.00
238 x 3	...	385.00	31.25
240 x 3	...	388.00	31.50
242 x 3	...	392.00	31.75
244 x 3	...	395.00	32.00
246 x 3	...	398.00	32.25
248 x 3	...	402.00	32.50
250 x 3	...	405.00	32.75
252 x 3	...	408.00	33.00
254 x 3	...	412.00	33.25
256 x 3	...	415.00	33.50
258 x 3	...	418.00	33.75
260 x 3	...	422.00	34.00
262 x 3	...	425.00	34.25
264 x 3	...	428.00	34.50
266 x 3	...	432.00	34.75
268 x 3	...	435.00	35.00
270 x 3	...	438.00	35.25
272 x 3	...	442.00	35.50
274 x 3	...	445.00	35.75
276 x 3	...	448.00	36.00
278 x 3	...	452.00	36.25
280 x 3	...	455.00	36.50
282 x 3	...	458.00	36.75
284 x 3	...	462.00	37.00
286 x 3	...	465.00	37.25
288 x 3	...	468.00	37.50
290 x 3	...	472.00	37.75
292 x 3	...	475.00	38.00
294 x 3	...	478.00	38.25
296 x 3	...	482.00	38.50
298 x 3	...	485.00	38.75
300 x 3	...	488.00	39.00
302 x 3	...	492.00	39.25
304 x 3	...	495.00	39.50
306 x 3	...	498.00	39.75
308 x 3	...	502.00	40.00
310 x 3	...	505.00	40.25
312 x 3	...	508.00	40.50
314 x 3	...	512.00	40.75
316 x 3	...	515.00	41.00
318 x 3	...	518.00	41.25
320 x 3	...	522.00	41.50
322 x 3	...	525.00	41.75
324 x 3	...	528.00	42.00
326 x 3	...	532.00	42.25
328 x 3	...	535.00	42.50
330 x 3	...	538.00	42.75
332 x 3	...	542.00	43.00
334 x 3	...	545.00	43.25
336 x 3	...	548.00	43.50
338 x 3	...	552.00	43.75
340 x 3	...	555.00	44.00
342 x 3	...	558.00	44.25
344 x 3	...	562.00	44.50
346 x 3	...	565.00	44.75
348 x 3	...	568.00	45.00
350 x 3	...	572.00	45.25
352 x 3	...	575.00	45.50
354 x 3	...	578.00	45.75
356 x 3	...	582.00	46.00
358 x 3	...	585.00	46.25
360 x 3	...	588.00	46.50
362 x 3	...	592.00	46.75
364 x 3	...	595.00	47.00
366 x 3	...	598.00	47.25
368 x 3	...	602.00	47.50
370 x 3	...	605.00	47.75
372 x 3	...	608.00	48.00
374 x 3	...	612.00	48.25
376 x 3	...	615.00	48.50
378 x 3	...	618.00	48.75
380 x 3	...	622.00	49.00
382 x 3	...	625.00	49.25
384 x 3	...	628.00	49.50
386 x 3	...	632.00	49.75
388 x 3	...	635.00	50.00
390 x 3	...	638.00	50.25
392 x 3	...	642.00	50.50
394 x 3	...	645.00	50.75
396 x 3	...	648.00	51.00
398 x 3	...	652.00	51.25
400 x 3	...	655.00	51.50
402 x 3	...	658.00	51.75
404 x 3	...	662.00	52.00
406 x 3	...	665.00	52.25
408 x 3	...	668.00	52.50
410 x 3	...	672.00	52.75
412 x 3	...	675.00	53.00
414 x 3	...	678.00	53.25
416 x 3	...	682.00	53.50
418 x 3	...	685.00	53.75
420 x 3	...	688.00	54.00
422 x 3	...	692.00	54.25
424 x 3	...	695.00	54.50
426 x 3	...	698.00	54.75
428 x 3	...	702.00	55.00
430 x 3	...	705.00	55.25
432 x 3	...	708.00	55.50
434 x 3	...	712.00	55.75
436 x 3	...	715.00	56.00
438 x 3	...	718.00	56.25
440 x 3	...	722.00	56.50
442 x 3	...	725.00	56.75
444 x 3	...	728.00	57.00
446 x 3	...	732.00	57.25
448 x 3	...	735.00	57.50
450 x 3	...	738.00	57.75
452 x 3	...	742.00	58.00
454 x 3	...	745.00	58.25
456 x 3	...	748.00	58.50
458 x 3	...	752.00	58.75
460 x 3	...	755.00	59.00
462 x 3	...	758.00	59.25
464 x 3	...	762.00	59.50
466 x 3	...	765.00	59.75
468 x 3	...	768.00	60.00
470 x 3	...	772.00	60.25
472 x 3	...	775.00	60.50
474 x 3	...	778.00	60.75
476 x 3	...	782.00	61.00
478 x 3	...	785.00	61.25
480 x 3	...	788.00	61.50
482 x 3	...	792.00	61.75
484 x 3	...	795.00	62.00
486 x 3	...	798.00	62.25
488 x 3	...	802.00	62.50
490 x 3	...	805.00	62.75
492 x 3	...	808.00	63.00
494 x 3	...	812.00	63.25
496 x 3	...	815.00	63.50
498 x 3	...	818.00	63.75
500 x 3	...	822.00	64.00
502 x 3	...	825.00	64.25
504 x 3	...	828.00	64.50
506 x 3	...	832.00	64.75
508 x 3	...	835.00	65.00
510 x 3	...	838.00	65.25
512 x 3	...	842.00	65.50
514 x 3	...	845.00	65.75
516 x 3	...	848.00	66.00
518 x 3	...	852.00	66.25
520 x 3	...	855.00	66.50
522 x 3	...	858.00	66.75
524 x 3	...	862.00	67.00
526 x 3	...	865.00	67.25
528 x 3	...	868.00	67.50
530 x 3	...	872.00	67.75
532 x 3	...	875.00	68.00
534 x 3	...	878.00	68.25
536 x 3	...	882.00	68.50
538 x 3	...	885.00	68.75
540 x 3	...	888.00	69.00
542 x 3	...	892.00	69.25
544 x 3	...	895.00	69.50
546 x 3	...	898.00	69.75
548 x 3	...	902.00	70.00
550 x 3	...	905.00	70.25
552 x 3	...	908.00	70.50
554 x 3	...	912.00	70.75
556 x 3	...	915.00	71.00
558	...	918.00	71.25

175 x 105	...	Clincher	66.00
285 x 105	...	73.00	
315 x 120	...	80.00	
380 x 120	...	86.75	
380 x 135	...	91.00	
885 x 135	...	99.00	

Inch Sizes Royal Cord			
32 x 3	...	Straight Side Non Skid	85.00
32 x 4	...	115.50	8.00
33 x 4	...	120.00	9.75
34 x 4	...	122.00	10.50
35 x 4	...	130.00	11.00
36 x 4	...	135.00	11.50
37 x 4	...	137.00	11.75
38 x 4	...	140.00	12.00
39 x 4	...	145.00	12.50
40 x 4	...	148.00	13.00
41 x 4	...	155.00	13.50

Inch Sizes Nobby Cord			
36 x 6	...	Straight Side Non Skid	180.00
WE SPECIALIZE			25.00

KOWLOON QUESTIONS. YEAR'S ACTIVITIES OF THE RESIDENTS' ASSOCIATION.

Mr. C. A. de Roza presided at the annual meeting held, last night, at St. Andrew's Church Hall, of the Kowloon Residents' Association. An exhaustive review of the year's activities, was given by the Chairman and afterwards the Rents Ordinance, the Cemetery, site and other questions were discussed.

THE CHAIRMAN'S REVIEW.

The CHAIRMAN mentioned that the membership had remained constant during the year; the subscription was only \$1 a year and the funds available, therefore, did not permit of printing a full report of the Association's activities. The letters sent and received would convince members that the Association had been full of activity.

HOUSING.

Continuing, the Chairman said:—One of the very first subjects which the Association took up after its establishment—and has closely watched since—was that of housing and increased house rental. When the Government proposed, in April last year, to increase the Assessment Rate from 15 per cent. to 20 per cent., the Committee very vigorously protested on the ground that house rents were already exorbitantly high and that the residents of Kowloon suffered disabilities as compared with residents in Victoria. We pointed out that Kowloon has no tram, no hospitals, an uncertain water supply, indifferent street lighting, no cemetery and is insufficiently policed; and we also emphasised the fact that house rents in the Peninsula had already reached a limit beyond which it would be iniquitous to go. Further, we urged the establishment of a Fair Rents Board as being highly necessary to stop the constantly recurring increases landlords were imposing. In May last the Committee combined with the Constitutional Reform Association in a public meeting of protest against the Government's raising proposal and it was gratifying to learn, subsequently, that the Government had abandoned its proposal.

THE RENTS ORDINANCE.

This announcement was almost immediately followed by the introduction into the Legislative Council of what was perhaps the most important legislation of the year—the Rents Ordinance. There have been two subsequent Ordinances passed in order to make the original Ordinance thoroughly watertight and your Committee is confident that members share with them the gratification at the fact that the Government of this Colony has seen fit to act—and act strongly—in the interests of householders. We sincerely hope that the Government will continue its policy of protection and will refrain from imposing any additional burden by way of a rates revision on the rent-paying community. The housing shortage in this Colony, and especially in the Kowloon Peninsula, is a well known fact and we trust that the Government will not suspend the operation of the Ordinances I have referred to until the housing supply is adequate to the community's needs.

There is no doubt that the Government found assistance and moral backing from the many letters which we sent it prior to the framing of the Rents Ordinance, in which we exposed cases of raising and I think members will appreciate the fact that as the Government moved so strongly in the matter the publication of much correspondence on this point was rendered unnecessary. At the present time there is an encouraging activity as regards house building and the hope of your Committee is that the time is not far distant when the supply of houses will be adequate to our requirements.

MOTOR BUSES.

Last year there were published in the Government Gazette lengthy regulations governing the establishment of a proposed motor bus service. These regulations were very largely based on our recommendations and it seemed that at last Kowloon was to have an adequate and cheap transportation service. Members were later asked for and given. But, to regret of the whole community, that scheme was dropped by the Government and has never been heard of since. Through private enterprise, however, Kowloon now possesses a motor bus service which is a means of speedy, cheap and efficient transport. Although this small pioneer service has its value, it is, by its very nature, of little or no benefit to the European residents of Kowloon who had been led to expect something very much superior in every way. As the development of outlying districts for the purpose of providing European residential areas is one of the obvious needs of Kowloon it is the hope, not only of this Association but of residents generally, that matters will not be allowed to remain where they are at present, and that before very long we on this side of the harbour will possess modern travelling facilities better suited to our needs.

WHY NOT TRAMWAYS?

In this connection it is to be hoped that the Government will seriously consider the advisability of providing an efficient and modern tramway service. When one remembers that on the Hongkong side tram-cars run to such outlying districts as Quarry Bay and Shaukiwan there is surely reason in our suggestion that Sham Shui Po, Mongkok, Yau-ma-tei, Hung Hom, Kowloon City, etc., could be similarly served, more especially in view of the fact that the roads along which such cars would run would undoubtedly open up much desirable territory for residential purposes. There is no reason why a circular route could not be designed to cater for all these districts. This is a matter which might well engage the early attention of the incoming Committee.

THE KOWLOON HOSPITAL.

As to the question of a hospital for Kowloon, the Chairman said:—Over twelve months ago, the late Mr. Noronha, speaking at the annual meeting of the Association, regretted that there was nothing fresh to report as to the Hospital, and to-night there is not a great deal more to say. There are still very few visible signs of fulfilment of our desires, for, as yet, although the site was decided upon fully eighteen months ago, tenders for the erection of the building have not even been called for. But I shall be able to show that the fault for the interminable delay cannot be laid at the door of the K.R.A.

Our hopes were raised high when, in the Budget for 1921, a sum of \$50,000 was set aside for the provision of a hospital for Kowloon, it being explained that the Government, intended, in the first instance, to commence with a small building, capable of extension when the needs of Kowloon became better known. However, time went on with no indications of activity on the chosen site, and accordingly, in March, 1921, representations were once more made to the Government, that it was not then possible to give any date, but that when detailed plans were finished, tenders would be invited. In July, the Government invited the Association to send two representatives to a meeting of the Public Works Committee at which the plans of the hospital were to be considered. The estimates presented at the Budget meeting of the Council showed that a total sum of \$380,000 had been set down for the hospital, that the estimated expenditure up to 31st December, 1921, was \$50,000, and that it was expected to spend \$230,000 on the undertaking during the present year.

The Committee wrote to the Government enquiring the approximate date of completion, and was informed that tenders would probably be invited in about two months from the date of the letter (December 28th last) and that the first portion of the building would take about two years to construct. In the opinion of the Committee this delay is unwarrantable. Since the receipt of that reply, your Committee has once again written to the Government, emphasising the urgency of the matter, expressing its disappointment at the length of time estimated to be necessary to erect the building, and once more suggesting that the whole scheme be placed in the hands of outside contractors under the supervision of one of the local firms of architects.

The case for a hospital for Kowloon has gone beyond the point of argument; it is admitted by the Government. The Census taken last year showed that there were over 3,000 non-Chinese residing on the Kowloon Peninsula and for these 3,000 residents there is absolutely no hospital accommodation whatsoever on the mainland. Surely we have some ground for complaint in the fact that, whereas a site was decided upon so long ago as September, 1920, tenders have not yet even been called for and two years are expected to elapse between the time of commencement of work and the completion of the first part of the building. We can only express the hope that the Government will now see that the scheme is rapidly pushed forward and that its fulfilment will not be in any way delayed by other works, such as the general development of the locality in which the hospital will be situated. In any case, as this Association has already intimated to the Government in a report on the subject, the necessity of peace and quietude for patients should be kept in view and no buildings, either residential or industrial should be allowed in the vicinity of the site. These disadvantages, existing in the case of the Government Civil Hospital, should not be duplicated on this side of the harbour.

TRAFFIC REGULATIONS.

Traffic control in Kowloon is very much better to-day than it was a year ago. Definite routes have been laid down for rickshaws and motor-cars approaching and leaving the ferry wharf, and using other roads in the Peninsula. Much better control is exercised by the police. Caution signs for motorists, in English and Chinese, are now displayed in Nathan Road and it would be of great assistance to the police if residents would take care always to observe these signs and the signals of police officers. It has been brought to notice that rickshaws coolies have often been encouraged by the passengers to act contrary to signs and signals. It is hoped that all Kowloon residents will co-operate to prevent violations of regulations which have been designed for their special benefit.

MEDICINE AND WATER.

The Chairman briefly referred to other matters with which the Committee had dealt during the year. One was the inconvenience caused to Kowloon residents by the lack of dispensing facilities after 8 p.m. The Government, "regretted its inability to interfere" but the Committee still felt that in the case of drugs urgently needed at night Kowloon was very ill provided for. Surely, it should not be beyond the capabilities of the Government (the Chairman remarked) to give a little more protection, if private enterprise fails to meet this real want.

The Committee has received many complaints as to the indifferent water supply during certain hours of the day and of having to pay excess water charges for nothing more substantial than air registered by the meters. An improvement had been promised by the Government in the course of the next four months; an additional main was to be laid in Tai-kook-mui Road.

A question which had exercised the minds of the Committee was the proximity of the proposed Cemetery near Ho Mun Tin to the projected Kowloon Hospital. It was felt that it would be a pity if the Government opened up this particular area as a cemetery and that the locality should be reserved for the erection of dwelling houses. Representations had been made to the authorities in this sense.

FACILITIES FOR RECREATION.

Efforts to secure a Recreation Ground in Kowloon had not, so far, brought any result. An enquiry as to land for a football ground had been received, and the incoming Committee would take up the matter with the Government. Plenty of land was available and a small expenditure would provide a suitable field. In the matter of taxation, Kowloon was not given preferential treatment; and, although Hongkong was no better served in regard to open spaces near the town, that was no reason why the mistake should be repeated in the Peninsula. Land sales as a means of producing revenue should not be carried out to the extent of "sacrificing the lungs" of a growing town, and if money must be found why not have recourse to a loan which is the usual expedient followed by every Government or Municipality in the world to finance large public works? The Chairman also suggested that a few thousand dollars in subsidies to military bands would result in a great boon to the residents of the Peninsula and the Island.

CONSTITUTIONAL REFORM.

The Chairman continued: Your Committee have not lost sight of the Constitutional Reform question. At a time when a greater measure of self-government is being granted to other Crown Colonies, Hongkong seems to have been left far behind. Colonies of far less commercial importance, and greater military importance, if military importance be a disability as has been alleged, have been granted popular forms of Government, and we trust the day is not far distant when the Colony of Hongkong will enjoy the same benefits.

The Chairman expressed the Committee's deep regret at the death of the late Mr. E. J. Noronha, he could personally testify to the great amount of work Mr. Noronha did for the Association. He also recorded the resignation by Mr. W. Jackson of the office of hon. secretary and treasurer. Mr. Jackson held the post from the inception of the Association; he was a hard worker and his place would be difficult to fill.

THE STRIKE.

The annual meeting having been postponed in consequence of the strike, the Chairman was able to include the following reference to the Association's share in coping with the troubles of that period. He said:

The Committee are pleased that the Association has been of practical use to the residents of Kowloon during the recent strike by attending to the sale of meat, bread and milk at the depot at the Kowloon Railway Station, which was arranged by the Government, and I take this opportunity to convey the Association's thanks to the many gentlemen who volunteered for the work.

DISCUSSION BY THE MEETING.

DISCRIMINATION BETWEEN PASSENGERS.

Mr. ANDERSON asked as to the conduct of the motor bus service. He said the buses did not seem to keep to scheduled times or routes; further, coolies in working clothes, so long as they could afford to pay ten cents, were allowed to take first class seats in cars. It was objectionable to have people in very dirty clothes and smoking had cigarettes sitting next to one on the buses.

The CHAIRMAN said that as regards routes and times the Association might be able to help by writing to the Company, but the exclusion of coolies would present a lot of difficulties. If a man could pay his ten cents he did not see how he could be prevented from riding.

Mr. G. P. CURRY agreed with the Chairman and remarked that passengers could not very well be subjected to the scrutiny of some artist in dress before they were allowed to travel. If people wished to take advantage of a very cheap method of transport they must put up with their neighbours on the buses. He would deprecate the Association raising such a question.

The report and accounts were then adopted.

THE CEMETERY SITE.

The CHAIRMAN said they would be glad to hear members' views with regard to the hospital question.

Mr. CURRY: I think we had better concentrate on the cemetery—the hospital scheme being so far away. Perhaps we shall all be dead before it is settled.

The CHAIRMAN said that the Government would not reconsider its decision on the cemetery question, but Mr. F. P. de V. SOARES said he thought the Government would move the cemetery.

Mr. T. W. ROBERTSON thought that the site of the cemetery—just behind King's Park—would make a very good recreation ground or building site. The cemetery should be miles further away.

Mr. W. J. STOKES agreed. Kowloon was expanding so fast that, in a very few years, the proposed cemetery site would be in the middle of the town.

Mr. SOARES: It is right in the centre of a town now.

Mr. STOKES: It is far more valuable as a building site.

The CHAIRMAN said that although the Government had absolutely declined to reconsider their decision he thought the views of the meeting should be communicated to the authorities; and this was agreed to.

The CHAIRMAN mentioned that there was a possibility of the Rents Ordinance being abrogated and the Association intended to take strong action in favour of its continuance.

Mr. R. E. GUNN asked if the Rents Ordinance was working hardship on the landlords. If so, landlords might be expected to raise rents if the Ordinance was abrogated. The prime motive was to keep the landlords from raising the rents. If there was no danger of the landlords raising rents the Ordinance was not hurting them but, added Mr. Gunn, "if it is hurting them, we want it." (Laughter.) If the Government think the rent fixed by the Ordinance is the right return for their landlords' money the Ordinance should be continued indefinitely.

The CHAIRMAN said that the best test as to whether the Ordinance was needed was whether all houses were occupied. When some houses were empty the Ordinance might be abrogated. At present, although new buildings were going up, they were all occupied immediately.

The meeting approved representations being made to the Government in favour of the continuance of the Ordinance.

ELECTION OF OFFICERS.

The election of officers was then proceeded with. Mr. HICKS proposed that Mr. C. A. de Roza be appointed President and remarked on the hard work that Mr. de Roza had put in as Vice-President and Acting-Secretary. Mr. JOHNSON seconded and the resolution was carried with applause.

Mr. B. WYLIE was elected Vice-President on the motion of Mr. PURVES, seconded by Mr. SHROFF.

The CHAIRMAN proposed that Mr. A. Morley be elected hon. secretary. Mr. Stokes seconded and it was carried. Mr. F. P. Shroff was elected hon. treasurer.

The following were appointed to the committee:—Dr. Thomas, Dr. H. Balcen, the Rev. G. R. Lindsay, Messrs. T. A. Martin, A. G. Hewlet, A. Hicks, P. V. Botelho, J. Johnstone, R. Packham, J. Parsons, T. Petrie, S. Hadden, W. J. Stokes, F. P. de V. Soares, R. E. Gunn, D. A. Purves and J. E. Anderson.

THE SERVANTS' PROBLEM.

The CHAIRMAN mentioned that the notice convening the meeting announced that the servants' problem would come up for discussion. He said there were many rumours, but nothing definite, as to the proposed attitude of the servants. Personally, he thought that what they heard were only rumours but it was best to be prepared and he invited members to express their views. The Peak residents were forming an association very much on the lines of theirs and, he believed, intended to take up the servant question. If so the K.R.A. should join forces, as this question, affected the whole Colony, and no section could take independent action.

Mr. A. MORLEY thought that the time was inopportune; it would be better to "let things die down a bit." No good could be done by discussing the problem in public. As to paying servants during the period, they went on strike, Mr. Morley suggested that this was purely an individual matter. If servants had behaved reasonably well, in leaving things in good order and coming back promptly, it was open to employers to pay them. He hoped the Association would not lend itself to anything in the nature of reprisals. In some people's minds there was an idea that we should get our own back but the Association should be discreet in such a matter. The registration of servants had been found in Shanghai not to be workable because of solid opposition by the servants. The policy favoured of autocratic restriction and he did not think the Government would give its support. As far as he could see, the servant problem did not exist.

Mr. W. J. STOKES agreed. No attack had been made and until it had been, the Association had nothing to act upon. Preparations could not be made by a public meeting; it must be left to a committee. The subject then dropped.

VOICES OF THANKS.

A vote of thanks to Mr. Robertson, who is shortly leaving the Colony on retirement, was proposed by the Chairman who said the Association was grateful to Mr. Robertson for many years of splendid service. Thanks were also accorded to the retiring President, Captain Wheeler, and to the Chairman for his work during the strike.

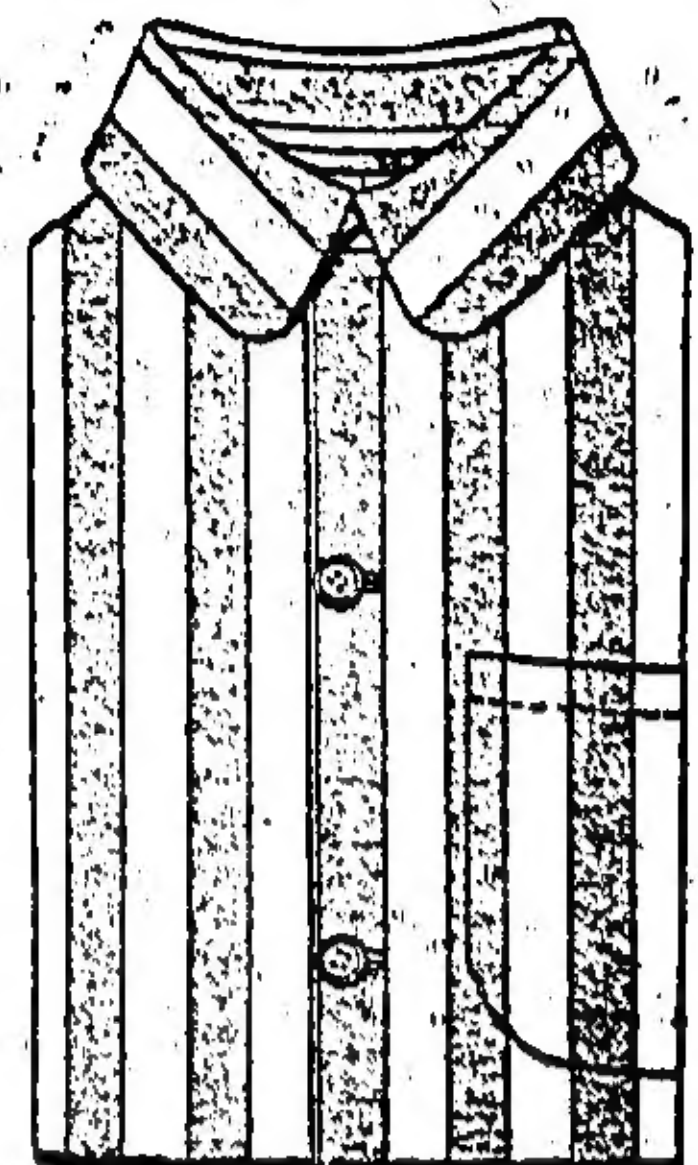
THE PEARL OF THE PACIFIC.

The glories of the waltz should be quickened afresh by "The Pearl of the Pacific," composed by Maud Fitz-Stubbs, better known locally as Mrs. Harry Woods. Already a popular success in Australia, following on the "Heather" and "Orlando" waltzes, by the same composer, there is every reason to believe that "The Pearl" will soon become a favourite in dancing circles in the Colony—and beyond. The tune is not flamboyant but is simple and sweet and ideal for its purpose, the second movement, in particular, being especially tuneful. Piano-players will find this an acquisition to their dance music, and a piece that presents no difficulties to the average player. Copies can be obtained from local music-sellers.

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CABLES.

LATEST CABLES.
(THROUGH BOSTON'S AGENCY.)

PRINCE IN COLOMBO.

A POSITIVE JUBILATION OF WELCOME.

Colombo, March 22nd.

Ceylon is magnificently fulfilling a long-cherished resolve to show the great Indian prince a hearty welcome. The main scene of operations has suddenly shifted from Derry to South-west Tyrone. Bodies of raiders have set fire to numerous farmsteads, attacked the farmers and shot special constables. The hottest fighting is in the Trillick district where police barracks sent up very lights. Troops arrived, but the incendiaries were so numerous that they were unable to check the outrages. A complete line of demarcation is now being drawn between the official territories of north and south and troops are assembling on the borders. Intense political bitterness prevails both in Dublin and Belfast.

LATEST CABLES.

IRISH SITUATION.

BORDER TROUBLE GROWS HOURLY WORSE.

London, March 22nd.

The situation on the Ulster border is hourly growing worse. The main scene of operations has suddenly shifted from Derry to South-west Tyrone. Bodies of raiders have set fire to numerous farmsteads, attacked the farmers and shot special constables. The hottest fighting is in the Trillick district where police barracks sent up very lights. Troops arrived, but the incendiaries were so numerous that they were unable to check the outrages. A complete line of demarcation is now being drawn between the official territories of north and south and troops are assembling on the borders. Intense political bitterness prevails both in Dublin and Belfast.

EARLIER CABLES.

PRECAUTIONS AGAINST TENSION ON FRONTIER.

London, March 21st.

In the House of Commons at question time, Mr. Churchill admitted serious tension on the Ulster frontier. Apparently the raids on Northern police barracks were organised by local members of the I.R.A., no free State forces participating. Mr. Churchill said there was no danger of raids upon their territory, and had instructed General Macready to assist the Northern Government for defensive purposes. He said that the Northern Government had overwhelmed forces at its disposal.

Replying to Mr. T. P. O'Connor, Mr. Churchill said that the condition in Ireland was lamentable. There were more Catholic casualties than Protestants, but he was convinced the Northern Ministers were determined to restore order.

UPPER HOUSE AMENDMENTS NOT TO BE PRESENTED.

London, March 21st.

Fears that the Irish Treaty Bill would be wrecked by amendments on the Committee stage in the House of Lords were removed by a statement from the Marquis of Lansdowne early in the debate.

The Marquis said that if it were a choice between the amendments and the Bill, he would urge abandonment of the amendment of amendments.

When the Bill was returned from the Commons, Lord Salisbury, opening the debate, said he and others who had put down amendments did not desire to wreck the Bill, but wished it to pass in a reasonable form.

Viscount Peel, on behalf of the Government, announced most definitely that the Government would not accept the amendments. The Marquis of Lansdowne, who followed, said that the Lords would have done their duty in recording their objections.

THE GENOA CONFERENCE.

POSITION OF MR. LLOYD GEORGE.

London, March 21st.

While Mr. Lloyd George has been resting in Wales, a controversy has been raging in the London Press on the subject of his intentions in view of the growing evidence of the Conservative Party's dissatisfaction at his leadership.

Assertions that he will shortly resign are confuted by an announcement to-day that the Government will submit a motion in the House of Commons in support of the Genoa Conference early in April, when the Premier will expound the Government's policy on the eve of his departure for Genoa. This is regarded as equivalent to asking the Commons for a vote of confidence in the Premier.

THE BRITISH DELEGATION.

London, March 21st.

In the House of Commons at question time, Mr. Chamberlain announced that the Genoa Conference would be held on April 10th as arranged. Mr. Lloyd George, Marquis Curzon, and Sir Robert Horne will represent Britain.

Mr. Chamberlain added that Mr. Lloyd George will return to the House of Commons on April 10th, and immediately take the opinion of the House on the Government's policy for Genoa. The Government's motion concerning same would clearly raise the question of confidence, for it would be impossible to ask Mr. Lloyd George to go to Genoa if there were any doubt about his authority.

BRITISH PROPOSAL RESPECTING RUSSIAN DEBTS.

The *Full Mail Gazette* states that the Allied experts, who are deliberating upon the Genoa programme in London, yesterday considered a British proposal that the existing Russian debts be paid by a new series of bonds to be issued by the Soviet Government not bearing interest for the first five years. It is stated that there is every reason to believe that the plan will meet with acceptance from Russia.

ANGLO-RUSSIAN TRADE.

London, March 21st.

Goods to the value of 22,900,000 were imported from Russia, including Siberia, to Britain during the eleven months of the operation of the Anglo-Russian Trade Agreement. Mr. Mitchell Thompson in this informing the House of Commons added that there was nothing to indicate what portions thereof originated from the Baltic States or non-Russian countries. 22,600,000 worth of United Kingdom produce and manufactures and 21,300,000 worth of foreign and colonial re-exports from the United Kingdom were concurrently consigned to Russia, excluding British exports to foreign countries.

HIS MAJESTY INDISPOSED.

London, March 21st.

The King has a slight cold. Engagements are temporarily cancelled.

THE "MUI TSAI" SYSTEM.

TO BE ABOLISHED IN HONGKONG.

CHANGE TO BE CARRIED OUT WITHIN A YEAR.

London, March 22nd.

In the House of Commons, replying to a question, Mr. Churchill, Secretary of State for the Colonies, had reported that his Government, in consultation with the Society (Societies) for the protection and abolition of *mui-tai*, would draw up a scheme for the abolition of the system. (Cheers.) This would take time. Meanwhile, Mr. Churchill said he had directed the issue of a Proclamation stating that the status of *mui-tai*, as existing in Hong Kong, would not be recognised in Hong Kong in future. Particularly, no compulsion for girls over twelve to leave their homes would be allowed. The Governor pointed out that this would involve the risk of girls being exposed to the will of unscrupulous employers. Mr. Churchill consequently directed that *mui-tai* be warned that until protection could be afforded them, they should not leave their homes except in case of ill-treatment.

Mr. Churchill added that though obviously as a moment's notice, the Governor and he were determined to terminate the system at the earliest moment possible, and he had intimated to the Governor that he expected the change to be carried out within a year. (Cheers.)

In connection with this subject the following paragraph from yesterday's *Colon Times* is of interest:—The *mui-tai* system was recently abolished by a Presidential proclamation, but the future of the newly-freed girls has become a matter of considerable concern to the women of Canton, who propose to organize, as many industrial institutions as possible in which to place these "unfortunates" and give them the necessary vocational education to enable them to earn an independent living after they have acquired their freedom. Many public spirited citizens who advocated the abolition of *mui-tai* are in favour of the proposition, and now advocate the immediate establishment of such institutions. The necessary funds may be donated by the Government and raised from the public. Concerning the campaign of raising funds, regulations have been drawn up to be submitted to the Government for approval.

SENSATIONAL PARIS INCIDENT.

CHINESE STUDENT FIRES AT MINISTER.

Paris, March 21st.

A Chinese student, Lee Ho-ling, fired four revolver shots last night at a motor-car containing T. S. Chen, the Chinese Minister, and wounding M. Stangou, an engineer accompanying the Minister, in the head. The assailant, who immediately surrendered, stated that he fired at the Minister because "he showed little regard for Chinese residents in Paris." The wife of the Chinese Minister was also in the motor-car returning from a dinner-party at the house of Chinese friends. The car had hardly started when the shots were fired. The Minister stopped the car and ordered the chauffeur to take it back; then, with the Chinese Consul-General, who had also been in the dinner-party, he had the wounded man sent to hospital before proceeding home in another car.

ASSAILANT WITH BOLSHEVIST SYMPATHIES.

LATER.

Photographs of Lenin and Trotsky were discovered among Lee Ho-ling's belongings, also other indications of Bolshevism. Lee Ho-ling was secretary to Madame Tse Tung, who was entertaining the Minister on the occasion of her birthday.

Lee Ho-ling, interrogated by the police, denounced the Minister, who he declared was responsible for the expulsion of a hundred and fifty destitute Chinese students at Lyons.

M. Stangou is a Chinese delegate to the International Transport Conference at Rome. His condition is not serious.

NO ANGLO-AMERICAN UNDERSTANDING.

DENIALS MADE ALL ROUND.

WASHINGTON, March 21st.

Denials all round have been made in respect of the alleged statement of a New York lawyer, who, on the authority of Senator Borah in the Senate, is supposed to have said that all the American delegates at the Washington Conference stood against the Anglo-American understanding entered into by any case arising under the Four Power Treaty.

Besides repudiations by Mr. Hughes, Senator Lodge and Senator Underwood, the lawyer himself now declares that he never made the attributed statement. The charge is furthermore emphatically denounced by President Harding, who characterises it as outrageous and declares it inconceivable that the United States should invite Japan to the Conference and then be perfidious enough to turn round and make a secret antagonistic agreement.

THE FOUR-POWER TREATY.

SIR AUCKLAND GEDDES' DENIAL.

New York, March 21st.

Sir Auckland Geddes, in a speech, categorically denied the statement attributed to him by Senator Robinson mentioned in a cable yesterday.

SHIPBUILDING BONUS DISPUTE.

London, March 21st.

The shipbuilding bonus cut dispute has further developed, owing to the employers' decision to put into operation their latest offer, namely, a reduction of 10/8 weekly on March 29th and an additional 6s. on April 1st.

PRAYA MURDER TRIAL.

NEW EUROPEAN WITNESS COMES FORWARD AT THE ELEVENTH HOUR.

DISCUSSION AS TO ADMISSIBILITY OF HIS EVIDENCE.

A surprise was sprung when the Court assembled in the Praya Murder trial yesterday morning. Instead of Mr. Jenkin's continuing the case for the defence, as would normally be the course of events, the Attorney-General was the first to rise.

"My Lord," said Mr. Kemp, "a rather unusual thing has happened in this case. This morning at about ten o'clock a gentleman from an office in Queen's Building came to see me and made a statement in regard to the facts of this case. He told me what he saw. I have had a statement taken from him and it is now being prepared. I have told my learned friend and have also told him that I feel it my duty to ask your Lordship for leave to call this additional evidence, which I think is very material. There were two other persons employed in the same firm on the same verandah at the time. I have seen one of them and I do not think he can add materially to the evidence. The other one I have not seen."

The Chief Justice: The gentleman in question had made no communication to the police before.

The Attorney-General: I gather not, my Lord. I do not want to state the evidence but I consider it very material that he should be called and I ask your Lordship for leave to call him.

Mr. Jenkin said he only received this information a few moments ago and in the short time at his disposal he had asked his learned friend Mr. Potter to assist him in looking up the legal position. As far as they could find there was no precedent for fresh evidence being given after the case for the Crown had been put into the box.

The Chief Justice: The time to tender fresh evidence is before commission.

Mr. Jenkin: At once, it is, although in practice here, fresh evidence is served in the course of a trial. I have had it in this trial, but of course it was during the currency of the Crown case, and not after its conclusion.

The Chief Justice asked Mr. Jenkin if his objection would be met by an adjournment to consider the evidence.

Mr. Jenkin: The nature of the evidence is such that I should be able to cross-examine upon it at once. My objection to it is on principle, that it is contrary to the established practice of criminal courts to admit such evidence.

The Chief Justice: The court is naturally very anxious that the jury should have every possible piece of evidence before it that could bear either on the Crown case or the prisoner's. So far as my experience goes—and it was very considerable, at one time, in murder cases—I have never heard of new evidence being tendered after commission except at the request of the Court.

The Attorney-General said that he did not know of any decision which made it obligatory on the court to refuse the evidence. He repeated his request for permission to call the witness or for his Lordship to call him on public grounds.

In his experience, the Attorney-General added, he had never known an instance where fresh evidence had come along after the Crown case had closed.

"That is obvious," retorted the Chief Justice, "because as a rule the police ascertain all the evidence that is available on the part of the Crown and call it before the Magistrate."

His Lordship went on to point out that the case had been fully reported in the Press and people who could tender evidence should come forward. Speaking generally, it seemed to him that they might be creating a very dangerous precedent.

Mr. Jenkin urged that the Court apply to the case section 23 of the Code of Criminal Procedure which authorises a judge to reserve any point of law for argument before the Full Court, the trial meanwhile proceeding in the ordinary way and the validity of any conviction being contingent on the Full Court's decision with regard to the point of law.

His Lordship said it was a point which should properly engage the attention of the Full Court. He proposed, he intimated, to confer at once with the Puisne Judge. "But I have great doubts," His Lordship declared, "as to whether I ought to take this statement."

The Attorney-General said that the whole question was one of prejudice to the prisoner. If the evidence was admitted Mr. Jenkin could open again and have an adjournment if he liked.

Mr. Jenkin pointed out that in view of these statements being made by a public officer of the standing of the Attorney-General it was just possible that the jury might think that the evidence was of great import and if not admitted might affect their minds unconsciously as they might think that by a technical objection, some piece of evidence had been excluded which would have gone to proving the guilt of the prisoner.

Mr. Jenkin again urged the Judge to take the action he had already suggested.

The Chief Justice: I tell you at once, Mr. Jenkin, I won't reserve it.

Mr. Jenkin: If your Lordship refuses to reserve it I must withdraw my objection because of the harm it may do to the prisoner's case. I would rather have it out and see what it really comes to. Although I stick to my objection that it is inadmissible I feel now that the only right thing to be done is to let the jury hear what the evidence really is.

His Lordship then left the Court to confer with the Puisne Judge.

Returning a few minutes later he said to Mr. Jenkin, "I understand that, in the circumstances, you are not objecting."

Mr. Jenkin: No, my Lord.

THE NEW EVIDENCE.

The Attorney-General then called Mr. D. M. Larkins, an assistant in Messrs. Reiss & Co., top floor of Queen's Buildings. He said that part of his firm's offices faced Statue Square. At about 11.45 a.m., on February 24th, he was sitting at his desk beside the window. He heard a report and a shout. He thought it was a cracker fired probably by a sampan coolie and took no notice of it. Somebody shouted that a man had been shot and witness walked on to the verandah and looked over the railing. He saw three scenes. As far as he could remember he first saw a European with a stick running towards the Queen Victoria Statue from the Praya; also one or two Chinese firemen. He then looked towards the New Statue Pier and near the eastern end of the boarding saw a ricksha with a body lying over the shafts. Witness then looked towards the Bank and saw a man who looked like a coolie running towards the bank on the pavement on the side of Wardley Street nearest Bank Gardens. He watched the man until he disappeared across Des Vaux Road around the corner of the Bank, in Wardley Street. Witness then telephoned the ambulance and on looking up again saw a man being brought back between two firemen, followed by the European, from the direction of the Bank. There were half a dozen or more Chinese in the rear of the European. He did not notice anybody else in front of the European. When he looked at the man like a coolie who was running he saw nobody else running except the pursuers he had mentioned.

The Attorney-General: Mr. Larkins, you came to see me about ten o'clock this morning—Yes.

Had you previously communicated with the police or the authorities on this subject?—With the exception of a telephone message for the ambulance, no.

Mr. Jenkin: Taking in of these three mental pictures was only a matter of a moment—Yes.

The witness then marked, at Mr. Jenkin's request, the relative positions of the persons he saw running.

Mr. Jenkin: The only things that remain clear in your mind are the three "pictures," as the Attorney-General has put it?

Witness: Not quite all. I did not mention that, at the time I saw this coolie running, he was absolutely alone on the path in Wardley Street. That I am positive of.

Mr. Jenkin: You are in the office of Messrs. Reiss & Co.—don't think I am making any suggestions of impropriety, because I am not—but one of the gentlemen on the jury is in the same office?

Witness: Yes.

Did you discuss this with him—I have mentioned it to him this morning.

Who was the other gentleman on the verandah—Mr. Brister.

There was a lady in the office named Mrs. Evans—Yes, she was on the verandah.

The Attorney-General told the Chief Justice that Mr. Sinclair was the Head of Messrs. Reiss & Co., for the moment, in Hongkong.

His Lordship said that in the interests of Mr. Sinclair, he should not take the witness as to nature of his communication.

Witness: I went in to see him with my hat and coat on and told him that I was thinking of going to see the Attorney-General with regard to what I had seen. He replied that he could not discuss the question but if I had seen anything it was only right that I should go. That was all that passed.

His Lordship observed that he did not think the slightest objection could be taken to that.

The foreman of the jury asked how the man like a coolie whom the witness saw running was clothed.

The witness answered that he saw him through a pair of field glasses after he had been brought back. He had no hat on and wore a dark or a blue coat.

After the conclusion of Mr. Larkins' evidence Mr. Jenkin asked whether the other people whose names had been mentioned. Mr. Kemp replied that he did not consider that they would be able to furnish any material evidence. Mr. Jenkin asked that in any event he should be provided with a proof of their statements in case he decided to call them himself.

When the Attorney-General had agreed to do this the case for the defence was resumed.

The prisoner again went into the witness-box.

The Attorney-General was cross-examining the prisoner as to why he did not protest when arrested, when the Chief Justice intervened.

"What did you think you were being held down for?" asked the Judge.

"I do not know why," said the prisoner.

When did you first know you were accused of murder?—On the Praya.

Did you then protest your innocence?—On the Praya, I said I did not do it.

Whom did you say that to—I mentioned it in general.

I did not hear cries of "Seize him?"—I did not.

The Chief Justice: The man who knocked you down heard them and thought they applied to you. He says you were the only person he saw there.

When the hearing was resumed after fifteen questions were put to the prisoner by Mr. H. W. Bird, on behalf of the jury, Mr. Bird asked who the prisoner was registered at the station building in October if he did not become a seaman until December?—The prisoner replied, "I joined the club at that time."

Mr. Bird: We want to know "why," my Lord.

Nothing definite was obtained from the prisoner, however, until later, when Mr. Jenkin elicited in re-examination that, because business was bad, the prisoner registered with the guild in order to become a seaman when the opportunity occurred.

The jury also questioned the prisoner as to his name being the same as the deceased's. Was he of the same clan? asked Mr. Bird. The prisoner said he did not know the deceased, nor whether he was of the same clan or not.

Lau Kwing Yuen, photographer, said he took photographs of the pillars in Statue Square.

SEEN FROM THE PAVILION.

A youth working on the reception pavilion stated that what he saw on the Praya side of the pavilion, on the scaffolding, he saw three or four men outside the new pier hoarding and about three at the corner of the garden on the opposite side of the road. He saw a ricksha passing with a Chinese in it. The hood was up. He then saw one of the three men from the corner of the garden come out first, the others following. One pulled the hood of the ricksha aside with his left arm and flung his right arm up, and then the witness heard a report, "Bang." The three men ran towards the Queen's Statue and the men outside the pier hoarding a ricksha.

After the ricksha driver had run about eight or ten paces the occupant fell forward and the ricksha was dropped. He saw a European there, but could not say if Capt. Morgan was the man, but the man was about his build. The European ran towards the Queen's Statue; that was all about the time the ricksha dropped. He did not see the prisoner there on that occasion.

The man who fired the shot was a very tall, big man. On March 18th he identified the prisoner as the man he had seen under arrest. The prisoner was not one of the three men who came forward when the shot was fired.

The Attorney-General asked the witness if he had talked to any of his fellow workmen about this matter. The witness said he had not. Proceed on the matter he said with some heat, "Of course I would not talk about it! Would you dare to talk about it here and there, about someone being shot?"

IN QUEEN'S SQUARE.

A man working on the pillars in Queen's Square said that on the day of the occurrence he saw the prisoner, looking at the pillars and statues. He heard a "bang" and then saw two men coming from the Praya; they ran very fast towards the tram lines. Later, seven or eight men came running from the same direction. Some went one side of the Statue and some the other. The prisoner joined them.

The Interpreter: The witness used the expression, "He foolishly followed them."

The witness saw a European there but could not say if it was Capt. Morgan. It was a matter of about the same build. The European chased the prisoner. The first of the two Chinese he saw running first was short and thin in dark coloured clothing; the other was taller and was dressed in grey.

Cross-examined, the witness said he went to the victim after the running man went past.

The Attorney-General: Like the last witness, is your sight good?

Witness: Whether my sight is good or not, I have told you what I have seen. I am going to suggest that this whole story of yours is a fabrication. It is quite true, I say what happened.

The Attorney-General remarked that the witness had to go quite close to the prisoner to identify him.

Mr. Jenkin: I made him go close; I pushed him forward!

Witness: I must have good sight before I can be a maniac—(laughter).

The Attorney-General: Were you working hard at your plastering?

Witness: I looked at the prisoner because he was hanging round.

"A little later the witness was tested as to the date of the passage of time and he read the clock on the other side of the Court correctly, as eight minutes to four. The Attorney-General remarked that it was a good test of his eye-sight."

The witness said later that, as the prisoner was waiting about, he looked at him.

The Judge: Were you afraid he was going to shoot you?—(Laughter.)

Witness: No, I was wondering why he was looking at the pillars. I thought he was a man who had never seen such things before—(laughter).

Mr. Jenkin: Probably right, too—(more laughter).

In re-examination, the witness said he went off to find promptly at 12 o'clock because, in a coolie house, if one was not prompt to time, one would get nothing to eat.

FROM THE BANK ANNEX.

A foreman, employed on the Hongkong and Shanghai Bank annex, said he saw 10 or 20 people running through Wardley Street from Queen's Statue. He saw a European at the back of the crowd, on the pavement. The two leading men turned into Des Vaux Road; to the right. As they turned the corner one had a slight lead. The man was in dark-coloured clothing and was a smaller and thinner man than the other, who was in a grey suit. The man in the grey suit threw something over the railing into the garden; the witness could not tell what it was. It was slowly dropped over.

The Judge: Give him the revolver but don't let him throw it at Mr. Jenkin.

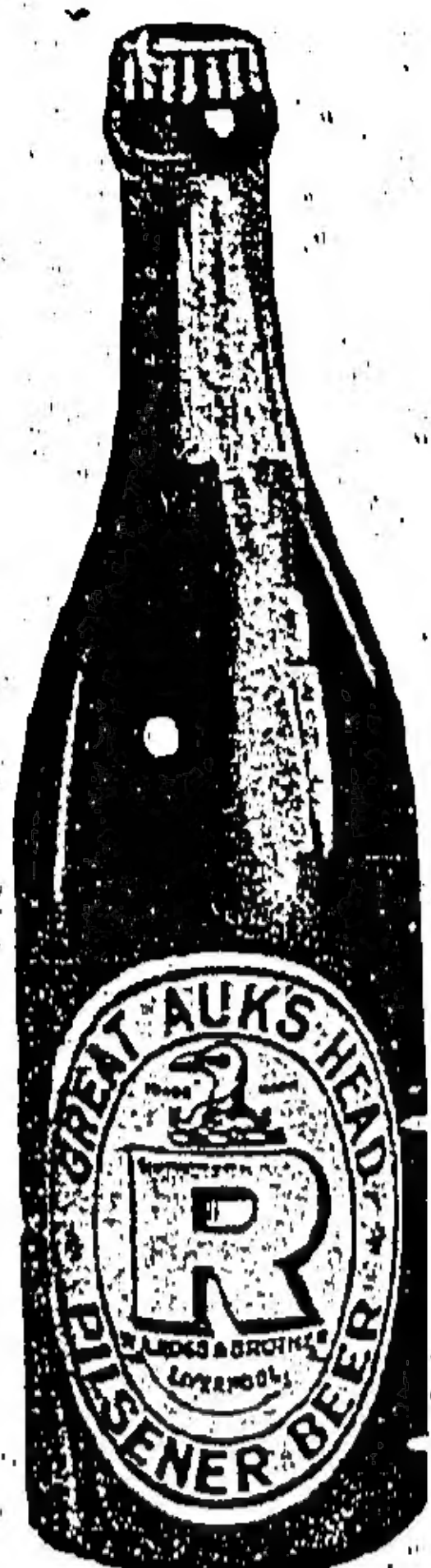
The witness then showed how the revolver was dropped over the railing. He added that after that the man in grey clothing put his hat on his head. The third man, the little man, being followed by the European, crossed the tram line and witness then lost sight of him. The main crowd of pursuers separated and went off, right and forward at Des Vaux Road.

Prisoner was made to stand outside the dock and the witness said that the man who dropped the revolver was a tailor and plasterer.

A man working on the ground floor of the Bank Annex said he saw three men running in Wardley Street. A tall man, the second one, was something over the railing; as he turned the corner. The third man, pursued by a European, crossed the tram line.

At this stage the hearing was adjourned until to-day.

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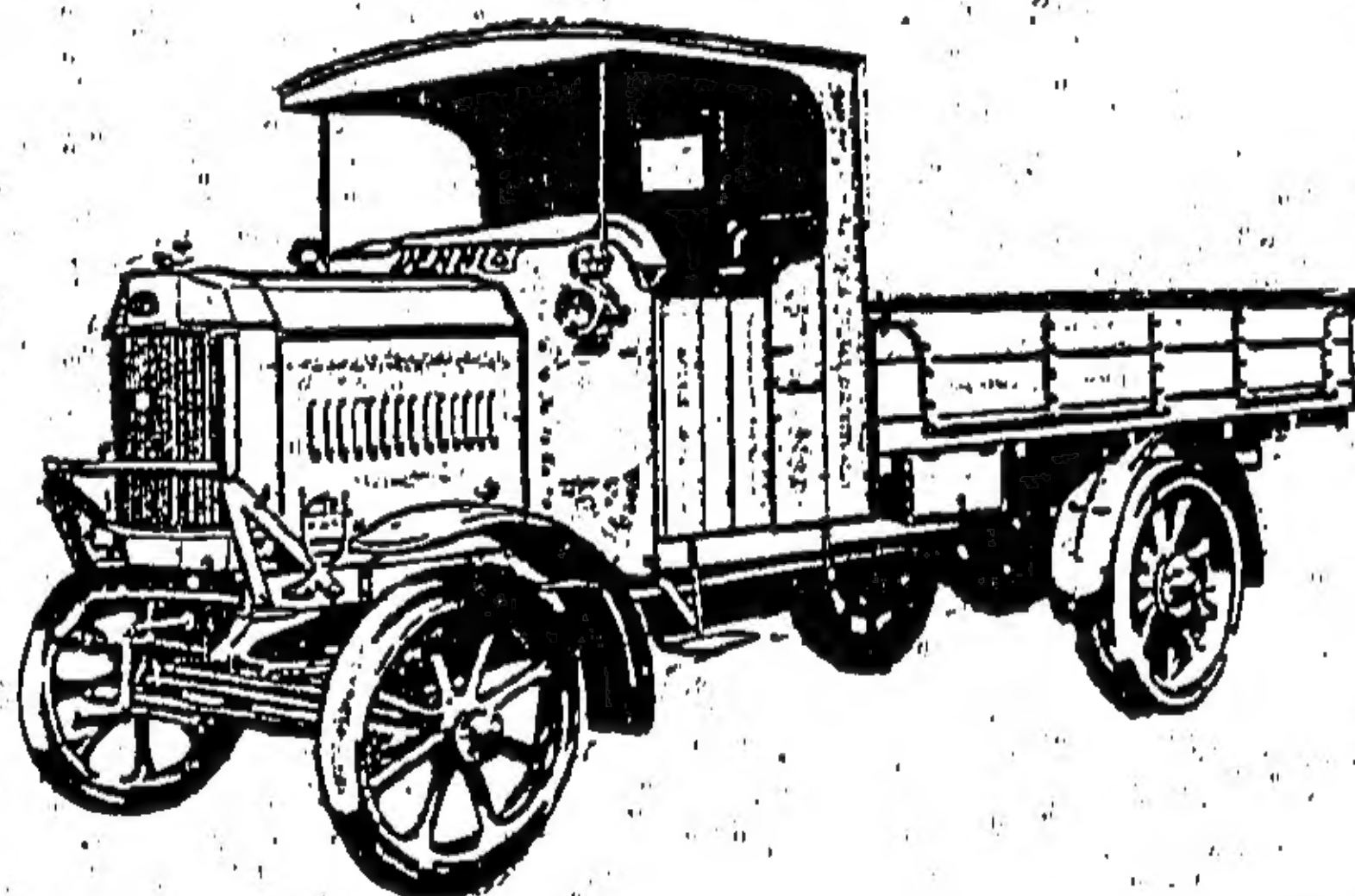
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PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.)

PARIS, February 15th.

One has to come to a city of ideas like Paris to realise to what a tremendous extent the women are individualistic in their dress. They all follow the fashion in a broad, general sense, but each one creates, or demands to be created for her, clothes which will express her own particular personality and in which she will not feel just like a million or so other women in Paris. They will consent, even slavishly, to follow along set-down lines of colour, line and trimming, but no more. Just now they are accepting with the best grace in the world to wear long dresses, but they insist on each dress of the many milions which must be worn daily in Paris being quite different from the rest. This thirst for individual expression in clothes holds good in every detail of lingerie, footwear, hat, bag and even coat. One would think the last, most difficult garment to manage, seeing its only raison d'être is that of pure utility, but Parisiennes succeed in turning to advantage even this ungrateful article, and creating from heavy, dull-coloured material models of esthetic grace and elegance.

Every year the line alters for coats, and a very nice way that it is rarely possible for one to make last year's coat. No doubt this is done on purpose, seeing the climate obliges one to wear a heavy coat at least six months out of the twelve, and critics would grow tired of always seeing the same silhouette. A couple of years ago every coat was drawn tightly in to the waist by means of belt or ribbon; last year they were long and crossed over in front, fastening on the left side with a big fancy button; this year they are far more elegant and intricate. They all show a plain back and front, with fulling on the sides, this general idea being elaborated in a thousand ways. The more elegant models have a deep yoke to which a plain skirt part is attached. When this is the case, the fulling at the sides may be simply eased on to the inner side of the yoke and hidden away beneath the lining, the edge of the yoke in this case being finished with rows of stitching or braid. A more original idea is to gather the fulling into a row of organ-pipe pleats, these setting out from the coat and adding a quaint and pleasing note. Sometimes the fulling is taken and forced into two loops, which jut out two or three inches or so. If one is not afraid of appearing to be ultra-smart, one single loop is formed this way and the top is trimmed with a band of fur or lamb's wool.

The yoke is always cut on lines which mould very closely the figure, and the length is always to, or below, the waist. Sometimes a yoke will show a front part reaching to the waist and a back reaching several inches below it. The rounded off beetle-back effect, also, is popular. The skirt, too, except for the fulling at the sides, is cut on skimp lines and is just sufficient to outline and cover the figure without encumbering it. Sleeves, of course, may follow any whim of the moment, but as a general rule they are long, reaching well below the wrist, and are wide and open. The deep roll collar is more worn than any other type, some of these measuring quite half a yard wide; they are gathered slightly at the back, where they fit on at the nape of the neck so as to give them sufficient play and enable their wearer to double them up in extra cold weather. Fur coats, almost without exception, are made with a deep roll-collar as possible, a collar which comes well out over the shoulders and is bunched up round the neck on chilly days. Yokes, however, are not seen so much on fur coats, the rest of the line being straight, with no sleeves at all or else a sleeve through which to pass the arms. When sleeves are added they are wide, plain, and fit into the rest of the coat in a mysterious sort of way, so that no armhole is apparent and they seem to melt in with the general line.

For trimming, nothing is so popular as fur, especially short-haired fur, such as beaver, mole, squirrel, opossum, and seal skin. An expensive coat will have a deep roll-collar, cuffs, and a deep band round the bottom of (for preference, just now) beaver. Skunk is nowhere to be seen, and monkey has at last outlived its extraordinary run of popularity. Mole skin is often cut into strips and tabs and added in the form of a design on the skirt part of the coat, the collar and cuffs being composed of a whole strip of the fur. I saw a pretty dark grey ducalyn coat, recently, treated in this way; strips of mole skin about two inches wide and five inches long were laid on in a Greek key-design round the hem of the skirt, each strip being about an inch apart from the other; collar and cuffs of mole skin were added and the most becoming of coats was thus created.

Colours being worn this winter are mole, slate grey, champagne and golden brown. When a coat of fur is not beyond the purse of the would-be wearer, seal skin, beaver, astrakhan or squirrel is chosen. Royalty and profiteers wrap themselves in tail-less ermine, sable or chinchilla. Squirrel is rarely seen in its grey mood now-a-days, a new idea of dyeing it brown having taken on. When treated in this way, squirrel is known as "petit gris lustré". The light and dark grey shades of squirrel when changed into light and dark shades of brown certainly look richer and more handsome than the rather insipid original grey skin, and those who are not keen connoisseurs might easily mistake a coat of dyed squirrel for one of sable.

Besides these authentic skins there are a host of imitations made for the most part, from the homely Australian bunny. There are no furrers in the world so clever as the Parisians at transforming skins; with the aid of the dye-pot and a pair of scissors (with which they dash the fur into the tiniest of strips and then sew these together again at different angles so as to produce a certain grain in the fur), they are able practi-

(Continued at foot of next column.)

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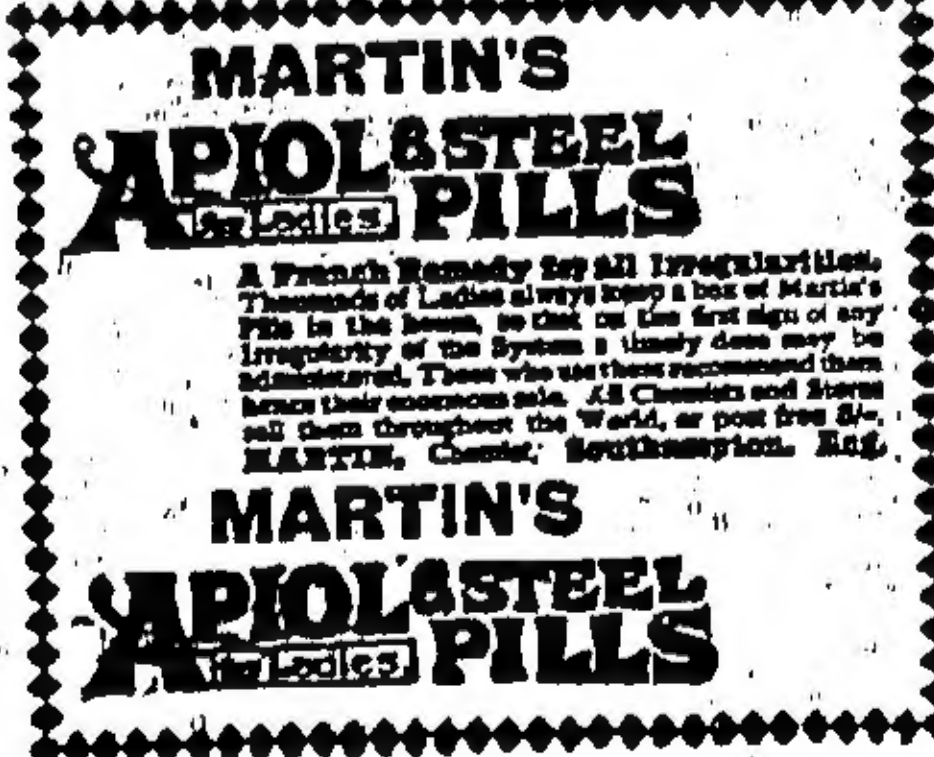
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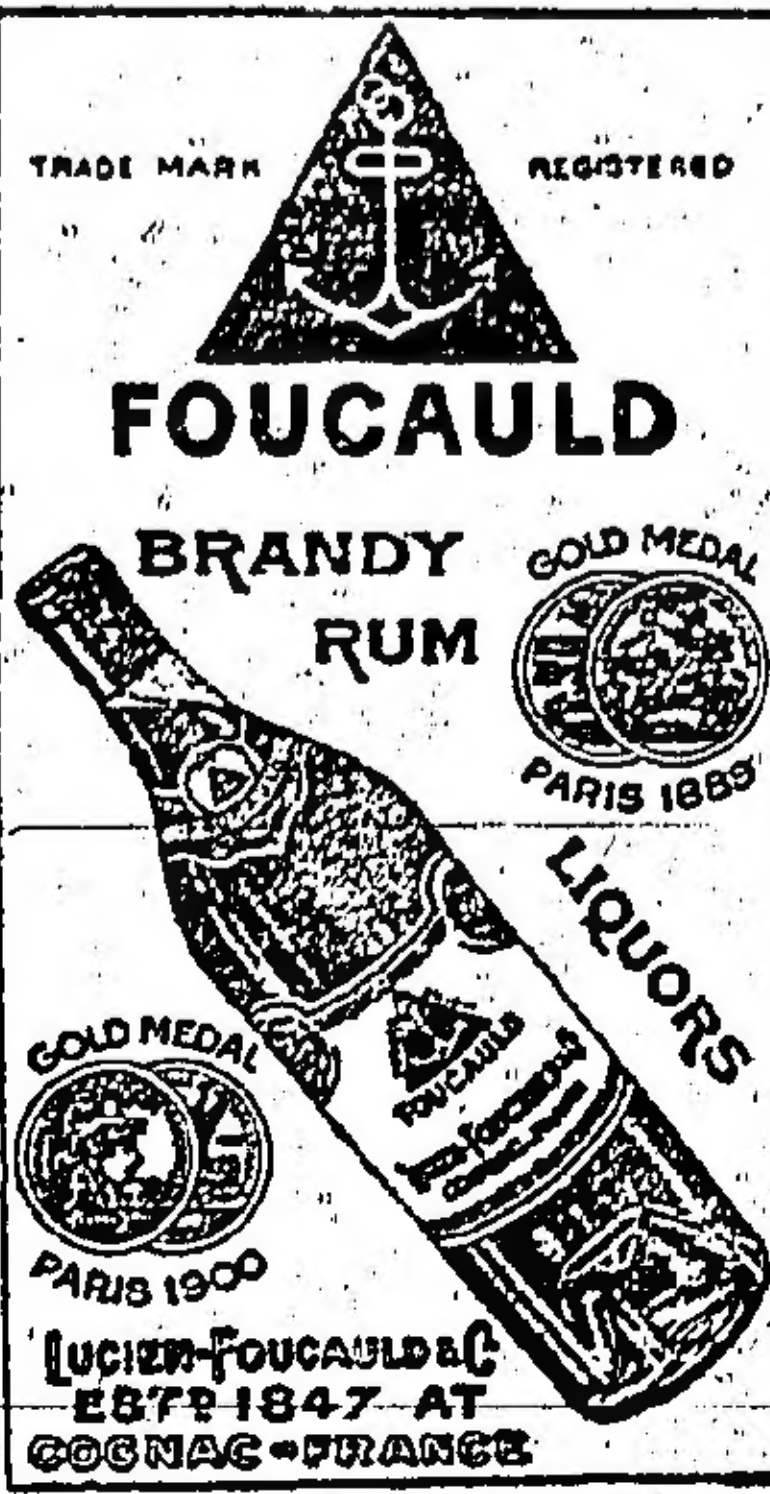
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NIPPON YUSEN KAISHA

CONSIGNEES are hereby notified that arrangements are being made to return the following cargoes to Hongkong which had been overcarried to and discharged at other ports owing to the recent strikes, as under:—

FROM KOBE.

ex "TANGO MARU," From Australia returning per "AWA MARU," due 21st March.

ex "CALCUTTA MARU," Calcutta & Straits.

FROM SINGAPORE.

ex "WAKASA MARU," From Japan, returning per "TATSUNO MARU," due 30th March.

ex "PENANG MARU," "MITO MARU," due 31st March.

ex "TORUSHIMA MARU,"

FROM SHANGHAI.

ex "KAMO MARU," due 26th March.

ex "MAYEASHI MARU," From Europe, returning per "KATORI MARU," due 1st April.

ex "TOYOHASHI MARU," "SUWA MARU," due 1st April.

ex "IYO MARU," From Seattle, returning per "TOTORI MARU," due 8th April.

ex "KATORI MARU," Japan & Shanghai, returning per "SUWA MARU," due 8th April.

ex "FUSHIMI MARU," and the s.s. "KATORI MARU," having very little space available, a great portion of the overcarried cargoes will be returned by "SUWA MARU" and "TOTORI MARU."

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Hongkong, 21st March, 1922.

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INTERNATIONAL JUSTICE.

WORLD COURT OPENED.

[FROM A SPECIAL CORRESPONDENT TO "THE TIMES."]

THE HAGUE, February 18th.
The official opening of the Permanent Court of International Justice took place today. Among those present were Queen Wilhelmina, the Queen-Mother, and the Prince Consort. When all had taken their seats, each of the Judges took the oath in the following words:—"I solemnly declare that I will exercise my powers and duties as a Judge honourably, faithfully, impartially, and conscientiously." Some spoke in English, others in French.

Senhor Da Cunha, of Brazil, representing the Council of the League of Nations, made the opening speech.

The opening of the Court was, he said, an event of such great importance that at first sight it was difficult to estimate its full significance. Eighteen States had already signed the protocol permitting States reciprocally to accept the compulsory jurisdiction of the Court in any particular class of dispute. Senhor Da Cunha concluded with the following words:—"Approach has sometimes been levelled at the League of Nations because it is not universal. Has there ever been a meeting of more universal interest to mankind than the one in which we are taking part to-day? Are not nearly all the States of the world represented in this building to-day? Shall we not all be presented here to-morrow? We are proud of the universality of the League of Nations. Now that the task which seemed impossible has been achieved, do not fear that the Council of the League of Nations in any way intends to maintain authority over you, for henceforth the League of Nations desires you to deliver judgments on behalf of all mankind."

Sir Eric Drummond, who described the preparatory work of the Court, said that, while the path of the world's progress lay at present enshrouded in fog, here and there glimpses of light were breaking through and illuminating the way. The definite foundation of this Court is such a ray.

Jonkherr van Kannebeek, the Netherlands Foreign Minister, who welcomed the permanent Court of International Justice in the name of the Dutch Government and the Dutch nation, said:—"We are well aware that wishes will not suffice to enable you to establish peace throughout the world, and that you cannot be responsible for the unknown events of the future. It is not sufficient to establish organs of justice in order to ensure the final triumph of law and equity between States. It is of the utmost importance, however, that these organs should exist, and that they should be organized and available whenever dangerous disputes arise. It is essential that they should be ever present in the minds of Governments and peoples, and that they should make a striking appeal to the imagination."

The President of the Court, Dr. Loeder (Netherlands) said:—"The Court is one of the principal organs of the League of Nations, and at the same time it fulfils its duties in full sovereign independence. It is similar to that of the adjudicator in many States. It is an integral part of the State, and depends upon the national legislature as regards all that concerns its constitution, its organization, its powers, and its maintenance. But it recognizes no man in the fulfilment of its duties, in which respect it professes absolute liberty, and is bound only by the law, which it is its task to apply."

The Court's field of activity, he continued, was still wider. It was not only accessible to the members of the League of Nations, but also to States which, although they are not as yet members of the League, recognize the authority of that body in regard to the settlement of their disputes.

Loeder expressed the regret of the Court that for reasons of State which required his presence in his own country, M. Leon Bourgeois was unable to be present.

FREEMASONRY.

OVERSEAS LODGE.

Overseas Lodge, No. 4,080, carries its object and ambition in its title. It was established in 1920 with the idea of creating a bond of union between men at home and those overseas. It had a strong lot of founders, with the Right Hon. Lord Aldenham, P.G.W., at the head, he being installed as the first Worshipful Master. The Pro. Grand Master, Lord Amphill, who performed the consecration ceremony, said in his initial address to the founders and visitors that the lodge had been founded on the suggestion of members of the Overseas Club, which had achieved a magnificent success in its patriotic and humanitarian endeavours within a short time. They rejoiced in this fact, because their aims were identical with Masonic efforts and principles. The Bishop of Willesden, who was the consecrating chaplain, gave an interesting address, reminding of many years overseas, referring to the higher ideals of the craft now as compared with fifty years ago, when he became an initiate of the order.

Mr. W. A. Sterling, P.A.G.D.C., the original Senior Warden of the lodge, was last year installed into its chair, and this year Mr. W. J. Snowden, P.A.G.D.C., the original V.W., was elevated to the chief position. His installation taking place at the headquarters of the order, his predecessor, Mr. Sterling, conducting the ceremony.

MAHOMEDAN MASTER OF A MARK LODGE.

At the Hotel Cecil on February 18th, Mr. Abdulali Shaikh Mahomed Ali Anik was installed as Master of the St. Mark's Lodge of Mark Master Masons, No. 1. Mr. Anik, who is a citizen of Bombay, was the first Mahomedan to be installed as Master of a Craft Lodge and as a Principal of a Royal Arch Chapter, and he has now carried the record further by being installed as Master of a Mark Lodge.

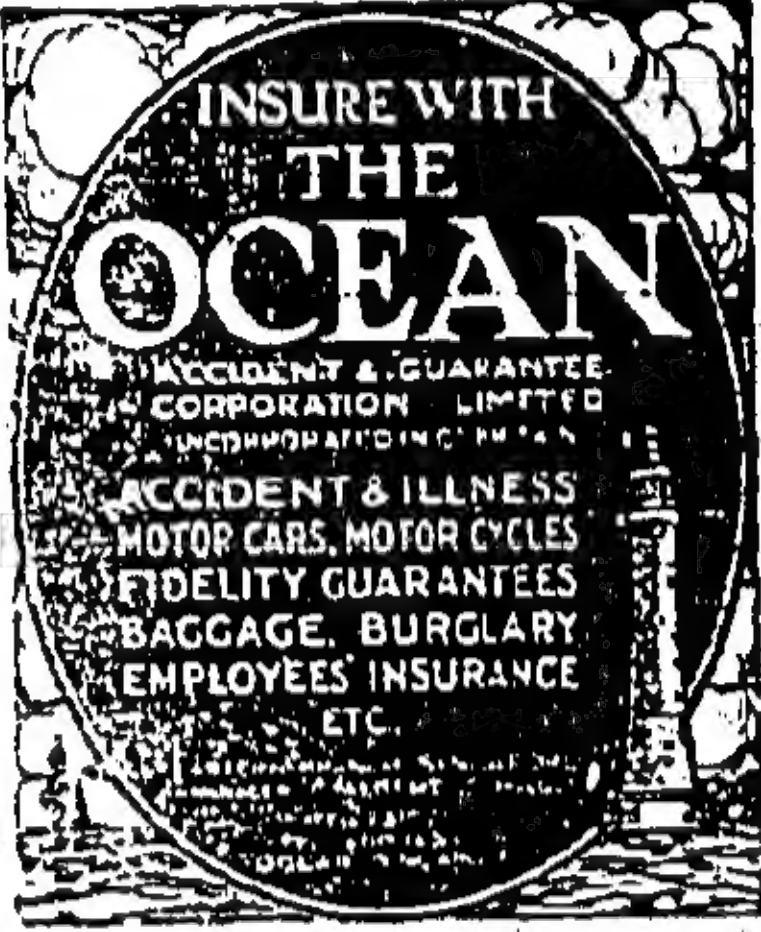


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PREVENTS FALLING HAIR

If your scalp is irritated, and your hair dry and falling out in handfuls, try this treatment: Touch spots of dandruff and itching with Cuticura Ointment and follow with hot shampoo of Cuticura Soap. Absolutely nothing better.

See Dr. Williams at 24, Oldmarket St. and 24, St. St. Southview, Hongkong, British Consulate, 1, Prince's Bldg., Hongkong, and 1, Prince's Bldg., London, W.C.2. Cuticura Soap shaves without soap.



SHANGHAI OFFICE—

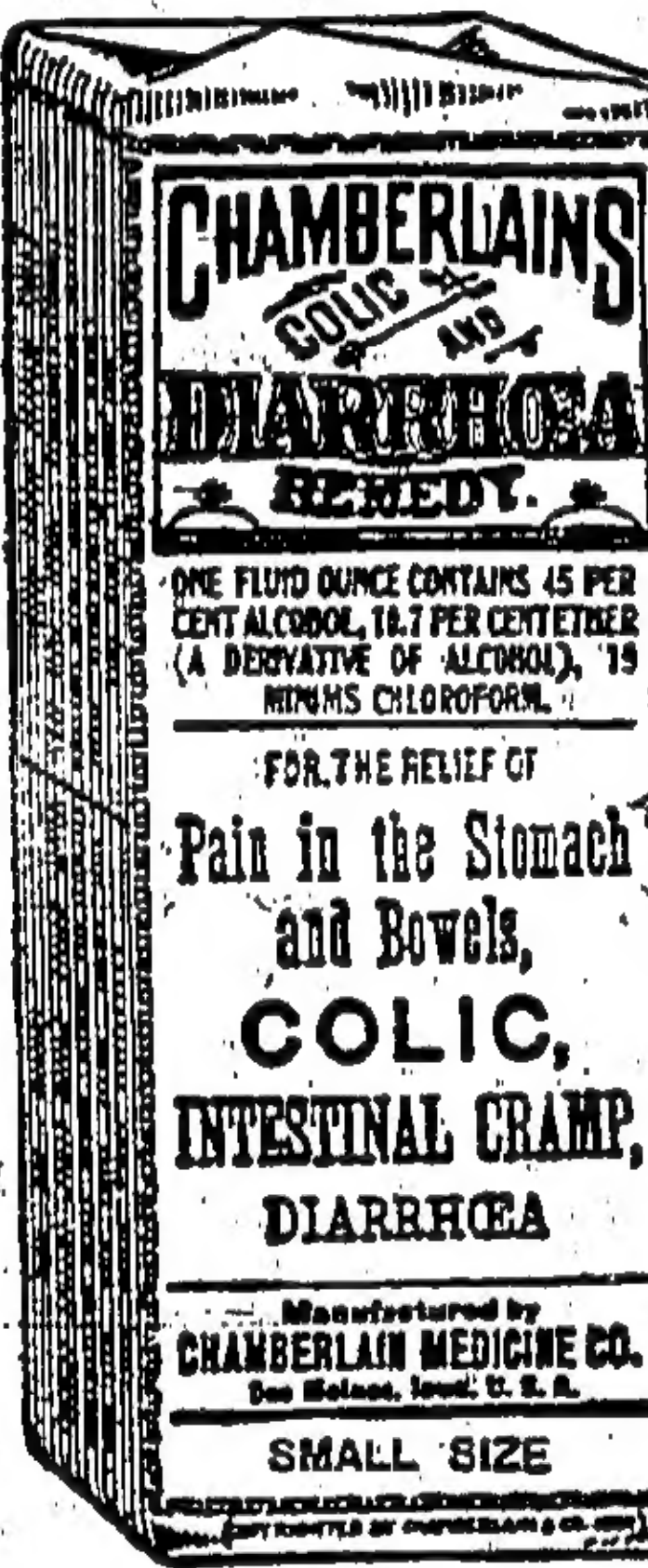
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THE MOST WONDERFUL HEALER THE WORLD HAS EVER KNOWN.

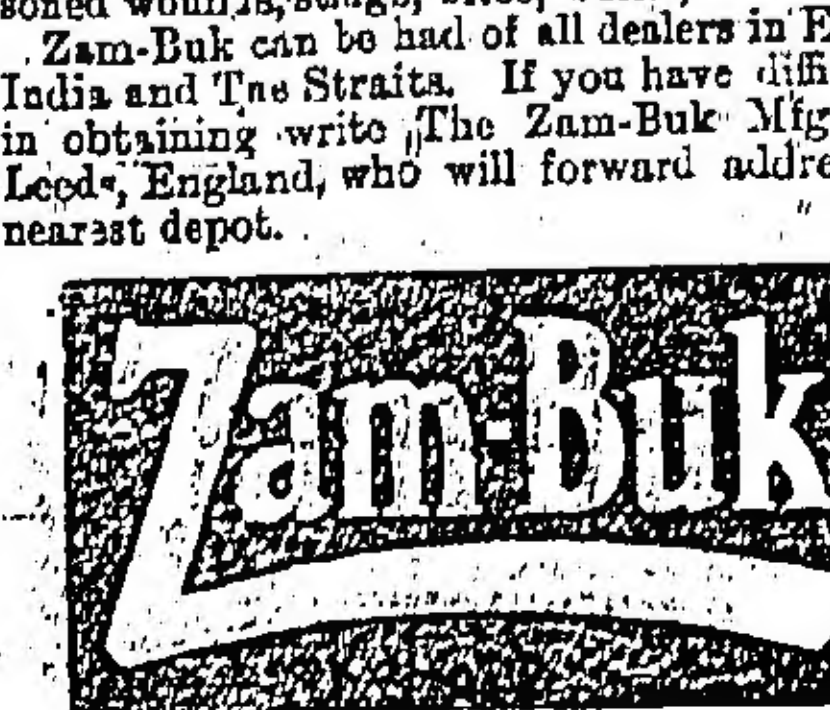
Zam-Buk is the product of years of scientific research for an ideal healer free from the danger and limitations of old and crude skin applications, and which shall also possess stronger healing action whether for superficial wounds or for long-standing and disfiguring skin diseases.

There is certainty of medicinal action in Zam-Buk because it derives its rare properties from Nature's own healing herbs. There is also safety in its use because it is absolutely free from animal fats or mineral poisons. Found in common ointments and salves. In addition, there is simplicity in the fact that Zam-Buk is ready for use at any moment.

Nothing at all can compare with Zam-Buk for its splendid healing, soothing and antiseptic powers.

Applied to any cut, wound or sore, Zam-Buk is almost magical in soothing away pain, lessening and inflammation and it speedsily eradicates the underlying tissues where skin disease germs are mostly located. These it immediately destroys and when the tissues have been thoroughly purified, then the stimulative and healing agents contained in Zam-Buk promote the speedy growth of new healthy skin.

Every ingredient in Zam-Buk is scientifically tested by skilled chemists before the purest herbal essences are refined and blended together in special silver-lined vessels. Never at any time during manufacture is Zam-Buk touched by human hands. Zam-Buk's soothing healing and antiseptic powers are well demonstrated in obstinate cases of eczema, ringworm, herpes, impetigo, ulcers, piles, Delhi sores, scabies, blemishes, ulcers, piles, Delhi sores, scabies, etc. ZAM-BUK can be had of all dealers in Egypt, India and the Straits. If you have difficulty in obtaining write to The Zam-Buk Mfg. Co., London, England, who will forward address of nearest depot.



INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS, SUBJECT TO ALTERATION

SANDAKAN ... "HINSANG" ... Friday, 24th March, Noon.
STRAITS & CALCUTTA ... "LAISANG" ... Saturday, 25th March, 3 p.m.
MANILA ... "YUENGSANG" ... Saturday, 25th March, 3 p.m.
HAIKONG via HOIHOW ... "LOESANG" ... Saturday, 25th March, 3 p.m.
BANGKOK via SWATOW ... "CHUSANG" ... Tuesday, 28th March, Noon.
ATIENTSIN ... "WAISHANG" ... Tuesday, 28th March, Noon.
HAIKONG via HUIHOW ... "TAKSANG" ... Wednesday, 29th March, 8 a.m.
SHANGHAI ... "KWONGSANG" ... Tuesday, 28th March, Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIKONG LINE:—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 3,000 tons steamers, "HINSANG" and "LAISANG" but, steamers carrying excellent passenger accommodation. Cargo passed on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Land Data.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Wainaiwei and Ubehoi.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about Saturday, 25th Mar., at 3 p.m., for SINGAPORE, PORT SWETTENHAM, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 515.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE OUTWARDS.

Vessel: One Hongkong
s.s. "CARVALVONSHIRE" ... 15th April.

Homewards:
Leaves Hongkong Discharges

M.V. "GLENARA" ... 5th Apr. GENOA, LONDON, ROTTERDAM, & HAMBURG.
M.V. "GLENARIFFE" ... 14th Apr. do.
M.V. "GLENOGLE" ... 14th May. GENOA, LONDON, ANTWERP, HAMBURG.

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 515 sub-ex. 22 and 3695



Cable Address: Kawasaki, Kobe. Telephone: Seasonally. Bentley's A.B.C. Box 24. and Boat's Office.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)
CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUOKA.
Managing Director: Mr. MATSUYAMA.

As Company has on hand a large number of

NEW CARGO STEAMERS

ALWAYS READY FOR CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter and other particulars apply to the
KAWASAKI KISEN KAISHA.

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SHIPPING NEWS

ARRIVALS

March 21st.
Kwai Kai, from Tientsin, with a general cargo. - **Wai King S.S. Co.**
Lokyang, British str., 300 tons, Capt. C. van Corlandt, from Haiphong and Hobei, with a general cargo. - **J.M. & Co.**
Sunning, British str., 1,570 tons, Capt. H. A. Waver, from Canton, with a general cargo. - **B.S.**
March 22nd.
Amo, Japanese str., 3,717 tons, Capt. N. Ikenami, from Moji, with a general cargo. - **N.Y.K.**
Changshing, Chinese str., 230 tons, Capt. Wm. Ross, from Tientsin, with a general cargo. - **Chong-Kee S.S. Co.**
Hok Canton, Chinese str., 350 tons, Capt. Leung Long, from K. O. Wan, with a general cargo. - **Wu King**
Hidagami, British str., 300 tons, Capt. W. J. Cotton, R.N.R., from Swatow, with a general cargo. - **Chu On S.S. Co.**
Kaiyong, British str., 1,600 tons, Capt. Macfarlane, from Chungking, with coal. - **Doddwell & Co.**
Ningpo, British str., 1,225 tons, Capt. A. McKee, from Shanghai, with a general cargo. - **B.S.**
Prasop, Norwegian str., 1,170 tons, Capt. E. Olsen, from Saigon, with rice. - **Pink Tai Cheng**
Taiyo Maru, Japanese str., 11,157 tons, Capt. H. Nagano, from Shanghai, with a general cargo. - **T.K.K.**
Taiyo Maru, Japanese str., 11,157 tons, Capt. M. Saito, from Nagasaki, with a general cargo. - **N.Y.K.**
Tyngs, British str., 1,172 tons, Capt. C. A. Wilson, from Vancouver and Ketchikan, with a general cargo. - **B.S.**
Anshin Maru, Japanese str., 928 tons, Capt. Y. Sawada, from Kure, with coal. - **K. Kimura & Co.**

CLEARANCES

March 22nd.
Ando Ichiro, for Haiphong.
Arakawa, for Sourabaya.
Banan, for Amoy.
Empress of Asia, for Shanghai.
Kaiyong, for Pakhoi.
Kaiyong, for Whampoa.
Kishu Maru, for Takao.
Kwaning, for Singapore.
Kwaning, for Canton.
L. Gilman, for Singapore.
Nosha Maru, for Canton.
Sunning, for Shanghai.
Yuking, for Swatow.

PASSENGERS

ARRIVALS.
 Per T.K.K. s.s. **Taiyo Maru**, on March 22nd: - Mr. G. S. Armby, Mr. and Mrs. H. E. Backmann, Miss J. Broadbent, Mrs. H. E. Bristow, Mr. E. C. Brinson, Mr. B. L. Burwell, Mr. E. C. Carum, Mr. W. L. Courtenay, Dr. C. E. Davis, Mr. H. C. Douglas, Mr. T. G. Drakeford, Mr. and Mrs. A. J. Edgar, Mr. S. Y. Egan, Mr. and Mrs. A. T. Evans, Mrs. W. D. K. Gibson, Mrs. L. M. Hanna, Miss C. Hendry, Mr. and Mrs. F. Hilton, Miss K. D. Hubbard, Capt. W. E. Kent, Mr. and Mrs. G. D. Loomis, Mr. J. L. Milligan, Mr. and Mrs. N. H. Parker, Mr. T. B. Paul, Mr. N. H. Pettit, Mr. J. Fowler, Mr. A. Schepfield, Mr. and Mrs. E. A. Selmon, Mr. G. Smith, Miss J. S. Smith, Mr. J. A. Weill, Mrs. E. G. Wheeler, Mr. and Mrs. Wm. Wallace and Mrs. E. Weatherly.

SHIPPING MOVEMENTS

The B.I. s.s. **Tokoda** left Shanghai on March 22nd, and is expected to arrive at Hongkong on or about the 25th inst.
 The B.I. s.s. **Colaba** left Rangoon on March 20th, and is expected to arrive at Hongkong on or about April 1st.
 The P. & O. s.s. **Dunera** is expected to leave Bombay for Hongkong on April 3rd.
 The N.Y.K. s.s. **Kama Maru** (European line) left Shanghai for Hongkong on March 21st, and is expected here on March 24th.
 The N.Y.K. s.s. **Kanagawa Maru** (South America line) left Kobe for Hongkong via Moji on March 21st, and is expected here on March 25th.
 The N.Y.K. s.s. **Yoshino Maru** (European line) left London for Hongkong via Suez on March 15th, and is expected here on April 27th.

VESSELS EXPECTED

Calcutta Maru (N.Y.K.), due March 20th.
City of Calcutta (Bank line), due April 1st.
Hakone Maru (N.Y.K.), due March 30th.
Kaiyan (P. & O.), due March 25th.
Kama Maru (N.Y.K.), due March 25th.
Kendal Castle (Doddwell-Castle line), due early in April.
Merano (Lloyd Triestino), due March 27th.
Mito Maru (N.Y.K.), due March 30th.
Playa (P. & O.), due April 5th.
Taiyo Maru (N.Y.K.), due March 29th.
Teiresias (Blue Funnel line), due March 24th.
Telemachus (Blue Funnel line), to-day.
Wakasa Maru (N.Y.K.), due March 29th.
Yokohama Maru (N.Y.K.), due April 13th.

HONGKONG TIDE TABLE

From 23rd to 29th March, 1934.				
HIGH WATER.		LOW WATER.		
Days of Month.	Time.	ft. in.	ft. in.	Height.
Thurs. 23	7.30	4.4	0.35	1.8
Fri. 24	8.10	6.0	1.49	3.7
Sat. 25	8.29	6.1	0.50	3.2
Sun. 26	8.41	6.2	1.33	3.0
Mon. 27	8.43	5.1	2.22	1.4
Tues. 28	8.47	6.2	2.11	2.5
Wed. 29	9.00	5.3	2.51	1.4
Thurs. 30	9.53	4.2	2.43	2.3
Fri. 31	9.18	5.6	3.19	1.6
Sat. 1	9.26	6.1	3.25	1.9
Sun. 2	9.39	6.8	3.47	1.6
Mon. 3	10.24	5.9	4.34	1.7

WEATHER REPORT.

March 22nd at 12.30. - Pressure is highest over the Yellow Sea. It has increased considerably over N.E. Japan and decreased moderately to slightly from Wei-haiwei to N. Luzon.
 A deep depression, which was yesterday over N.E. Japan, has passed in to the Pacific. The monsoon is interrupted to the north of Amoy.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 8.91 inches, against an average of 3.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows: -

Direction	Forecast
Hongkong to Cap Rock	N. E. or variable, with, generally, cloudy.
Formosa Channel	No. 1.
South coast of China between Hongkong and Lamoo	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

NOTICES TO CONSIGNEES

KONINKLIJKE PAKETVAART
 MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE.

THE Steamship
 "VAN OVERSTRAATEN"

having arrived, from the above Port, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 23rd Mar., 1934 will be subject to rent.
 Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.
 Bills of Lading will be countersigned by
 JAVA-CHINA-JAPAN L.I.N.
 Agents.

Hongkong, 17th March, 1934. 648

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

The Steamship "BENALDEN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 1st Apr., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 a.m.

No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
 GIBB, LIVINGSTON & CO. LTD.
 Agents.

Hongkong, 18th March, 1934. 651

THE BEN LINE STEAMERS LIMITED

S/S "BENVOELICH"

CONSIGNEES of Cargo from Antwerp, Middlesbrough, London and Straits Ports per the above-mentioned steamer are hereby notified that all cargo, with the exception of explosives and Heavy Lifts, has been brought forward from Singapore per s.s. "Benaliden" and is now being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all cargo remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st Apr., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 a.m.

No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
 GIBB, LIVINGSTON & CO. LTD.
 Agents.

Hongkong, 18th March 1934. 652

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

M. V. "GLENAMOEY" FROM UNITED KINGDOM & INTERMEDIATE PORTS.

M. V. "GLENMARA" FROM UNITED KINGDOM & INTERMEDIATE PORT.

CONSIGNEES of cargo by the above vessels are hereby informed that same have been returned from Shanghai by m. v. "GLENAMOEY" to-day and all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th March, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 25th March, 1934, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
 JARVIS, MATHESON & Co., Ltd.,
 Agents.

Hongkong, 18th March, 1934. 645

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

From Hongkong	Arrive Vancouver	From Vancouver	Due England
Empress Asia	Mar. 23 April 10	Empress Britain	Apr. 22 Apr. 23
Empress Russia	Apr. 25 May 10	Empress France	May 16 May 23
Empress Japan	May 4 May 19	Empress Britain	May 26 June 2
Empress Asia	May 18 June 5	Montcalm	June 2 June 10
Empress Canada	June 1 June 19	Empress France	June 13 June 20
Empress Russia	June 15 July 3	Empress Scotland	June 27 July 4
Empress Australia	June 29 July 17	Empress France	July 11 July 18
Empress Asia	July 13 July 31	Empress Scotland	July 25 Aug. 1
Empress Canada	July 27 Aug. 14	Empress France	Aug. 8 Aug. 15
Empress Russia	Aug. 10 Aug. 28	Empress Scotland	Aug. 22 Aug. 29
		Empress France	Sept. 5 Sept. 12

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Genoa.
 Allotment of Cabin on Atlantic steamers held here and through tickets issued.
 Early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Room.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

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 Hongkong Office. Telephone 712. Cable Address: "CANPAC."



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKIANG" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG to SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu

s.s. "NANKIANG" s.s. "CHINA" s.s. "NILE"

May 30th April 25th April 4th

at noon at noon at noon

Java Service

HONGKONG TO
 SINGAPORE & JAVA PORTS.
 S.S. "GORJISTAN"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also.
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to work for regular service to principal Atlantic Ports.

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 FRANK'S BUILDING, 105 HURST STREET.
 TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
 No. 1924. No. 2161. 24



(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hobei & Pakhoi

s.s. "HOZUI MARU" on or about 31st March.

FOR KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" on or about 30th March.

For further particulars, please apply to -

Branch Office, No. 37, Bonham Strand, W.S. Tel. No. 155.

83 MITARAI, Agent, Top Floor, King's Building, Tel. No. 140.

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 BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June 1931
 With Index, Price \$7.50.
 On sale at the Hongkong Daily Press

N. Y. K.

SAIGON SERVICE & ALTERNATES

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

SOWA MARU (calling Manila) Saturday, 8th Apr., at 11 a.m.

(To be transhipped at Kobe into SHIDZUKA MARU)

FUSHIMI MARU To be transhipped at Kobe into YOKOHAMA MARU

Wednesday, 3rd May, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KANO MARU Sunday, 28th Mar., at 11 a.m.

KATORI MARU Sunday, 2nd April, at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.

DAKAR MARU Friday, 14th April.

LIVERPOOL via MARSEILLES.

TOYOHASHI MARU First half of April.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU Thursday, 23rd Mar., at 3 p.m.

NIKKO MARU Tuesday, 18th Apr., at 11 a.m.

NEW YORK, via PANAMA.

MARABASHI MARU Sunday, 9th Apr.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAIEN

KANAGAWA MARU Tuesday, 28th Mar.

COMBAI via Singapore, Penang and Colombo.

AWA MARU Saturday, 24th Mar.

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU Monday, 27th Mar.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 14th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BOSTON MARU Friday, 24th Mar.

WAKASA MARU Thursday, 30th Mar.

HAKONE MARU Friday, 31st Mar., at 11 a.m.

For further information apply to -

Telephone Nos. 292 & 293

NIPPON YUSEN KAISHA

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AMERICAN & ORIENTAL LIEU

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALLS.S. CO. LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

S.S. "CITY OF CALCUTTA" ... 1st April... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF HIMALA" ... 25th March... Marseilles, London, Rotterdam & Hamburg
S.S. "CITY OF CALCUTTA" ... 1st May ... do.

Subject to change without notice.

For particulars of freight and passage rates apply to—

of Bares & Co., Canton

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT

Joint Service, of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

S.S. "KNIGHT TEMPLAR" ... via Suez Canal ... 20th Mar.
S.S. "CITY OF ORAN" ... via Suez Canal ... 10th Apr.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONGKONG
HONGKONG AND CANTON; BARES & CO. CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMERS & DEPARTURES. SAILING DATES.

HONGKONG, KORE & YOKOHAMA ...	"AMAZON" ...	11,000 ...	On or about 31st Mar.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIEGOUE, SUEZ & PORT SAID ...	"PORTHOS" ...	20,000 ...	On or about 14th April.
SHANGHAI & NORTH-ERN PORTS OF CHINA ...	"AMBOISE" ...	13,000 ...	On or about 6th April.
	"CORDILLERE" ...	11,000 ...	On or about 17th April.

COMMERCIAL LINE

SHANGHAI & NORTH-ERN PORTS OF CHINA ... "COM. RAMEL" ... 15,000 ... End of March.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 762.

R. RODENFUSSE,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fast in operation, speed and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIKONG ... Capt. J.B. Thomson | Thursday, Mar. 23rd, at 9 a.m.
HAIKONG ... Capt. W. Cooper | Sunday, Mar. 26th, at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Manager.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

SRI LANKA, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government)

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,000	29th Mar.	Marseilles, London & Antwerp
"SICILIA"	8,700	31st Mar.	Singapore, Colombo & Bombay
"NOVARA"	8,500	12th Apr.	Marseilles, London & Antwerp
"KALVAN"	8,987	26th Apr.	Marseilles, London & Antwerp
"PRASSY"	7,348	10th May	do.
"SICILIA"	8,700	17th May	Singapore, Colombo, Bombay
"DONGOLA"	8,000	24th May	Marseilles, London & Antwerp
"DELTA"	8,108	7th June	do.
"KHYBER"	8,000	21st June	do.
"SOUDAN"	7,000	1st July	Singapore, Colombo & Bombay

BRITISH INDIA - APCAR SAILINGS

"TAKADA" ... 7,000 ... 29th Mar. {Singapore, Penang & Rangoon (with Transshipment at Singapore) and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (Steam)

"ARAFURA" ... 8,000 ... 7th April {Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"BANCA"	8,000	23rd Mar.	Amoy, Shanghai, Kobe, Yokohama
"KALAN"	8,000	26th Mar.	Shanghai, Moji and Kobe
"KALAN"	8,000	29th Mar.	Shanghai & Japan.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.
All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.
Parcels Measuring not more than 3 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
12, Des Voeux Road Central, HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG UNDER TO ALIATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.

ALTAI MARU ... Saturday, 15th Apr.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

BOMBAY MARU ... Saturday, 25th Mar.

DELI & KOLKATA via SAIGON & HONGKONG ... Wednesday, 1st April.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

"KING MARU" ... Monday, 27th Mar.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via San Francisco—Taking cargo to OVERLAND PORTS U.S.A. & CANADA.

NEW YORK via PANAMA—Regular monthly service via Japan, San Francisco, Panama and Cuban Ports.

"AMUR MARU" ... Monday, 1st May.

NEW ORLEANS LINE via SUEZ.

"HAMBURG MARU" ... Sunday, 2nd Apr.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"AMAZON MARU" ... Friday, 31st Mar.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodations for 1st and 2nd class saloon passengers.

"KAJO MARU" ... Monday, 27th Mar.

TAKAU via SWATOW & AMOY ... Thursday, 23rd Mar.

Tel. No. 1090. Y. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "GAELIC PRINCE" ... 31st April.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.

Telephone 2144, Telegrams (Furness).

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 23rd Mar., D.L.
SWATOW & HANGKOW	"LAEN SAMUD"	On 23rd Mar., 10 a.m.
TIEN-TSIN	"WUHU"	On 23rd Mar., 8 p.m.
SHANGHAI & TSINGTAO	"HUNAN"	On 24th Mar., D.L.
SWATOW & SINGAPORE	"KWEIYANG"	On 24th Mar., noon.
SWATOW & HANGKOW	"KWANGTUNG"	On 24th Mar., noon.
SHANGHAI	"LUCHOW"	On 24th Mar., 4 p.m.
HOIHOW & SINGAPORE	"LINAN"	On 25th Mar., 10 a.m.
SHANGHAI	"KWANGSE"	On 25th Mar., 4 p.m.
SOERABAYA	"TAIROOWANYI"	On 25th Mar., 4 p.m.
SWATOW & SINGAPORE	"KWANGCHOW"	On 26th Mar., noon.

SHANGHAI LINE—PASSENGER MAILS AND CARGO. Steadfast Saloon accommodations, electric fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

HANGKOW LINE—Weekly service to and from Hankow via Shanghai. For Freight or Passage apply to—

TONGS St.

BUTTERFIELD & SWIRE, Agents.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE ILLAND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	Call at	Leave Hongkong
PERSIA MARU	8,000	(call at Saigon & omit Shanghai)	Mar. 31st
TAIYO MARU	(Call at Keelung)		Apr. 4th
SIBERIA MARU	20,000		Apr. 24th
TENYO MARU			May 7th
KOREA MARU			May 15th
SHINTO MARU			May 29th

*Calling at Keelung.

For full information regarding passenger freight and sailings apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. No. 574 & 78.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTIAGO, CHILE, BALBOA, CALLAO, MOLLEDO, ARIKA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

ATANKERS

ANTO MARU ... 18,500 ... Leave Hongkong: April 1st.

KITOMARU ... 14,000 ... May 15th.

KAKUYO MARU ... 14,000 ... June 2nd.

*Calling at Keelung.

For full information regarding passenger freight and sailings apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. No. 574 & 78.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passenger AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KORE, YOKOHAMA, HONOLULU

S.S. "HOOSIER STATE" ... Leave Hongkong (Arrive San Fran) Apr. 11th ... May 4th.

S.S. "GOLDEN STATE" ... May 1st ... May 15th.

HONGKONG-CALCUTTA SERVICE

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON

LAKE GILANO ... May 22nd, noon.

S.S. "JACOB" ... FOR HAI-PHONG ... March 17th.

TAMPA INTER-OCEAN S.S. CO.

Freight only.

HONGKONG, MANILA, HONOLULU, GALVESTON, NEW ORLEANS, MOBILE, HAVANA, MATANZAS, BALTIMORE, WASHINGTON, PHILADELPHIA, NEW YORK, BOSTON.

S.S. "WEST IRA" ... May 5th.

S.S. "HANOVER" ... May 17th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Managing Agent, U.S. Shipping Board Emergency Fleet Corporation.

Cable Address "BOLANO." Union Building, Hongkong.

Telephone 141.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA,

"MACASSAR MARU" sailing on or about 28th Mar.

"SAMARANG MARU" sailing on or about 15th April

For MOJIL, KOBH and YOKOHAMA:

"BORNEO MARU" sailing on or about 28th Mar.

"CHERIBON MARU" sailing on or about 21st April

For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Princess Building, Telephone 2205.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer "Murray & Melbourne via Port of Hongkong for Australia"

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the Saloon. A fully qualified Doctor is carried. Reduced Fares, Cargo loaded through to all Australian & Trans-Pacific Ports. Freight and passage apply to— BUTTERFIELD & SWIRE Agents.

